THE

North-China Herald

AND

SUPREME COURT & CONSULAR GAZETTE.

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The French mail of 6th January, arrived in London on the 11th inst.

The North-China Herald.

IMPARTIAL NOT NEUTRAL.

SHANGHAI, WEDNESDAY, FEB. 23, 1887.

THE correspondence between the General Chamber of Commerce and the United States Consul-General, and between the former body and a British firm here, on the certification of invoices, draws attention to an old greivance. Shippers to the United States have long groaned under the vexatious hindrances to trade which the Consular system imposes on them. American mercantile men in China have so often remonstrated with Washington, and have so completely failed to obtain relief, that they are sick of the subject. They look upon the system as an evil that they have to endure, like climate, taxes and other ills of life. The complaint is that all the representations which have been made to the Government of the United States have been handed over to some subordinate official who has sent a cut and dry answer, referring the complainants to some Act of Congress or rule or regulation. The recent Notification of the Consul-General gave our Chamber of Commerce an opportunity of requesting explanations from him on the meaning of its provisions. General Kennedy replied, giving his explanation of its terms, and the Chamber thereupon commented on some parts of his letter. The Consul-General seems to have taken the most liberal interpretation possible to him of the instructions of his Government; and merchants here hope that the authorities in Washington will consider the representations he makes to them in the same common sense spirit. No great hopes are entertained that any good results will ensue. It appears, however, that the requirements of the Notification—which are specified in the letter of the Chamber—were mainly intended to apply to other countries than China, those with which the United States carries on a large trade in goods on which the duty is high. The chief articles of export from China are free of duty in America, and if this was known to the Department at home it did not lead them to send out instructions specially applicable to trade here. It was probably taken for granted that the cost of railway carriage from the silk and tea producing districts, and all other charges in transit, could be easily ascertained from the published tariffs of Chinese lines and inland Custom-houses.

The above explanation may remove, to some extent, one of the most objectionable impressions which the Notification created. Without this explanation the Notification appeared inquisitorial and likely to enable what are euphemistically called "pushing" men of business to entice constituents from firms here. It is even said that this has been attempted, and by the same means which Messrs. Hyde, Hertz & Co. allude to—namely by procuring the good services of underlings in the American Customs' service, and offering to do business on cheaper terms than the ordinary shipping charges in China. A Correspondent who is a large shipper to the United States writes to us to the same effect as Messrs. Hyde, Hertz & Co. addressed the Chamber, and we have little doubt that these gentlemen expressed a widely held opinion. The specification of charges should not be required from merchants; they serve no useful purpose, and if the legalization of invoices continues to be insisted on, one sum to cover all these should be sufficient. The complaint which shippers to America make is, that the Consular Regulations inflict a great amount of unnecessary trouble and labour on them. Three copies of invoices when goods are sent by the Canal and four when shipments go viâ San Francisco have to be made out and sworn to, at least they have to be certified that they have been sworn to in the Consulate. This demands a large amount of office labour, and the visit of a principal or the despatch of a clerk to the Consulate in order to procure the certificate. This has to be done within business hours at the Consulate—which is situate a considerable distance from the merchant quarter of the Settlement—and in the busy season, when, very often, every minute of working time is valuable, is a most serious hindrance to trade. On mail days, especially, it is a great inconvenience, and it is felt the more because it serves no useful purpose. No other Government requires that invoices shall be certified, and in the case of duty free articles it is not of any use to the Custom houses on the other side. The fees, no doubt, pay the expenses of the Consular establishments, and probably yield a little more, but most people will think that a first class State should find another way of defraying this expenditure. Still, while

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merchants would be glad to get rid of the fees altogether, and should be relieved of them, it is not the expenditure on these which is so much objected to, but the useless labour, inconvenience, and waste of time which the present system involves. The Chamber of Commerce ask the Consul-General to place the facts which they have related, "before the proper authorities in the United States with the object of obtaining if possible the exemption—at least of the duty free goods—from the necessity of having the invoice certified to." This very reasonable request General Kennedy has promised to submit, along with other matters referred to by the Chamber, to the Department of State, and to recommend its adoption. It is quite time that the Department of State should take this matter up, and place shippers to the United States on as favourable a footing as merchants trading to any other part of the world. Besides the reasons which we have stated there are others; one is, that the United States should not continue a hindrance to trade for the sake of the few thousand dollars which the Consular fees on invoices bring in.

Summary of News.

A mail leaves to-morrow morning for Europe, by the P. & O. Co.'s str. *Thames*.

LATEST INTELLIGENCE.

[BY EASTERN EXTENSION E. AND A. TEL. CO.] (THROUGH REUTER'S AGENCY.)

NEGOTIATIONS ABOUT EGYPT.

London, 15th February.

The Under Secretary for Foreign Affairs, in reply to a question, said that Sir H. Drummond Wolff was engaged in delicate negociations with regard to Egypt, but that the withdrawal of the mission was not intended.

THE UNDER SECRETARY FOR THE COLONIES.

London, 16th February.

Lord Balfour has been appointed Under-Secretary of the Colonies.

[Lord Balfour of Burleigh is a Scotch Representative peer.]

ASSASSINATION IN CLARE.

London, 17th February.

A bailiff and two constables have been shot at in the Town of Clare and killed; the assassin has escaped.

A CORRECTION.

It is Lord Onslow and not Lord Balfour who is appointed Under-Secretary for the Colonies.

[The Earl of Onslow was appointed a Lord in waiting last year.]

THE REPLY TO THE SPEECH IS VOTED.

London, 18th Feb.

The House of Commons has voted the Address in reply to the speech from the Throne after a long debate.

A STRONG REPRESENTATION TO BULGARIA.

The German Ambassador to Turkey has informed the Bulgarian delegates that in case of failure of their negociations there will be Russian occupation of Bulgaria, with the consent of Austria and Germany.

DEATH OF SIR GEORGE STRAHAN.

London, 19th February.

Sir George Strahan, the lately appointed Governor of Hongkong, is dead.

IRELAND—AN ARCHBISHOP'S EVIL ADVICE.

There is daily increasing resistance and disorder in Ireland. A letter from Archbishop Croke advises the Irish to refuse to pay taxes.

THE HUNGARIANS VOTE A MILITARY CREDIT.

London, 21st February.

Both houses of the Hungarian Legislature have unanimously approved of the vote of credit for military preparations.

A GLADSTONIAN VICTORY.

Mr. Slagg, a Gladstonian, has been elected by a small majority as Member for Burnley.

[At the General Election Mr. Peter Rylands was returned as a Unionist Liberal by 4,209 votes over 4,100 for a Gladstonian.]

THE NEW RULES OF PROCEDURE.

London, 22nd February.

In the House of Commons, Mr. W. H. Smith introduced the question of procedure when Mr. Gladstone deprecated party spirit in the discussion, but considered the proposals were wholly inadequate.

Judgment in the case of the *Wan-nien-ching v. Nepaul* was given this morning, before a crowded Court. His Lordship in giving judgment held that the *Nepaul* was proceeding at an undue rate of speed, and that the reversal of her helm to hard-a-starboard was an error of judgment, and caused the collision. He did not find that any case of contributory negligence was made out against the *Wan-nien-ching*, and he therefore pronounced the *Nepaul* wholly to blame for the collision.

Telegrams were received on Thursday from Tientsin to the effect that the weather was very mild, and that the ice was not so thick as it usually is at this time of the year. It is not probable that the steamers will leave here for the North till the first week in March.

We understand that the tugboat people who have been at the wreck are convinced that the loss of life at the collision has been greatly exaggerated. The compradore of the *Wan-nien-ching* reported that there were several men drowned in the transport's 'tween decks, and in her cabins, but the divers have not succeeded in finding any bodies in these places, and it is probable that the only lives lost were those who fell out of the boats in the rush that was made to them.

The two south-eastern provinces of China, the two Kuang, are known to have a very turbulent population, and risings of a petty character against the magistrates with clan fights between contiguous villages are of frequent occurrence. When political affairs are stagnating in Canton, it is not unusual for correspondents there to send to the journals of Hongkong and elsewhere reports of actual rebellions which have a serious enough look at the time, but which never come to anything. One of these little rebellions forms the subject of a recent memorial to the Throne, a translation of which appears in our extracts from the *Peking Gazette* to-day, and a ludicrous enough affair it was presuming that the memorialists have not minimised it for the sake of their own reputation. Unimportant as it was in itself and resultless from having been nipped actually in the bud, it confirms the general belief that there is plenty of material for a blaze in the two Kuang, if the fire is once allowed to get a fair start. Eight of the ringleaders, having confessed, were decapitated, and the Kingdom of High Excellence was abolished in the moment of birth. It is quite a dramatic story, and we may congratulate the Viceroy, Chang Chi-tung, on the energy of the local magistrates, who crushed the rising before it had attained serious proportions.

The annual ball of the Mih-ho-loong Hook and Ladder Company, and of the No. 1 Mih-ho-loong Company of the Shanghai Volunteers, took place as usual at the Club on Friday night. The weather, fortunately, was perfect, and there was a large gathering of residents to do honour to the hospitality of the united companies. The refusal of the Committee of the Club to allow the newly painted walls to be damaged by the elaborate decorations that have been hitherto customary, was very commendable, for nothing could have been more pleasant to the eye, or could have made a better background to the brilliant costumes of the ladies, and the red and black dresses of the gentlemen, than the walls of the ball room as they are since their recent renovation. The ball itself was not so fully attended as that given at the re-opening of the Club, and there was—not a usual thing in Shanghai—a sometimes perceptible want of dancing men to balance the one hundred and eleven ladies who came to the entertainment; but if, on the one hand, all the programmes were not absolutely full, there was never on the other hand, an inconvenient crowd on the floor at one time. The twenty dances on the programme, with a couple of extras, were ended at about three, when the last of the ladies left: then came the serious second supper, diversified by speeches—the Italian *Chargé d'Affaires*, M. Lanciares, returning thanks in an eloquent address for the guests—and songs, among which the "Wearing of the Green" was extremely conspicuous; especially in an audience so strongly marked with "England's cruel red."

There was a good attendance of members and their friends at the open Meeting of the Shanghai Young Men's Christian Association on Thursday evening. Mr. R. H. Beauchamp was in the chair and the Rev. C. H. Hodges, M.A. read his second interesting paper on the Period of the Apocrypha. At the close of the reading, the Revs. J. McCarthy and Dyer, Messrs. Matheson, Murray, Dalziel and others took part in a discussion. At the next meeting, which will also be open, Archdeacon Moule will read a paper on Christ turning water into wine.

The demand on our space to-day prevents our reprinting from the Chinese *Times* a report of a public meeting which was held in the Tientsin Club on the 4th instant, to take some action with reference to an expression of public sentiment toward Mr. George T. Bromley, United States Consul, on his prospective return to America in the spring. The meeting was numerously attended by gentlemen of all nations, and the following resolutions were unanimously adopted:—

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I.—"That the community of all foreign nationalities in Tientsin recognise in Mr. Bromley a wise, temperate and dignified representative of the United States; have heard with sincere and unmixed regret of his approaching departure, and would heartily welcome his reappointment as Consul for a further term of office."

II.—"That a committee be formed to take the necessary steps for placing the foregoing resolution before the Government at Washington, and to carry out any other decisions the meeting may come to, viz., Messrs. A. D. Startseff, H. Baltauf, D. Fitz-Henry, A. Leith, A. Irwin, M. D.; J. McWaters, Secretary."

In these resolutions we are sure that the majority of residents here will heartily coincide, for though Mr. Bromley may be personally known to only a limited number of us, almost all have heard of his popularity in the north and of the admirable manner in which he has discharged the duties of his post.

As an illustration of the *entente cordiale* existing between the members of the Outdoor Staff of the Customs, and Mr. H. J. Meade, the Chief Tide Surveyor, we may mention that the former on Friday presented the latter with a handsome silver teapot and some napkin rings, on the occasion of his birthday anniversary.

The Balance-sheet of the Hongkong and Shanghai Bank, as on the 31st December, does not indicate any material difference in the position of the Bank to the public, or in the extent of its business, as compared with the two previous half-years. The Deposits are as nearly as possible the same as at the 30th June, and the variations in the Bills Payable, Bills Discounted, Loans and Credits, Investments, Bills Receivable and Cash held, show that the Bank is using more money in Banking business.

The report of the Shanghai Recreation Fund for the past year reached us on Wednesday by the courtesy of the Secretary. The accounts show a balance in hand of Tls. 1,411.23, against a balance at the beginning of the year of Tls. 3,100 08. Beyond the usual items of expenditure is a sum of Tls. 7,406.87 for repairs, etc., to the Shanghai Club of which sum Tls. 2,202.00 was obtained as a loan from the Club. The total amount which the fund has agreed to spend on these repairs is Tls. 13,500, of which $9,000 is to be lent by the Club, and as a consideration for this outlay, the Club has renewed its lease for ten years at $10,000 a year. There is an unsettled disagreement with the Municipal Council as to the value of the bond instruments which the latter ought to take over, and an ominous suggestion that a claim of the original Chinese vendors of the land in the interior of the Race Course for Tls. 25 per *mow* (Tls. 10,750 in all) may have to be settled, otherwise the fund seems to be in a fairly flourishing condition.

The Health Officer, in his annual report to the Council, draws attention to the number of diphtheritic cases which occurred in Shanghai last year, none of them ending fatally. The State Board of Health in Connecticut has been instituting inquiries with a view of discovering the reason for the unusual prevalence of diphtheria in that State, and has come to the conclusion that kerosene oil is an active agent in the production of the disease; at least so says the *Straits Times*. There have been numerous cases in the town of Meriden, all of which were traced to the use of kerosene oil, not a single case having occurred in the town in any house where gas or candles were used.

A fire broke out in Seward Road beyond Yuen Foong Road at 11 o'clock on Thursday night. Owing to the distance from the Police Station, the alarm was not sounded till 11.25. No. 2 Company S.F.D. had their engine and hose reels out at 11.15, and the fire was put out by this Company and the French Engine Company. No. 2 Co. get water from a hydrant in Broadway 1,000 feet distant. Five houses were either wholly or partially destroyed, and the last firemen left at a quarter-past one o'clock.

The performance by the French Opera Troupe last night was not very well attended, but those who did go enjoyed themselves very much. The singing was good, and the acting admirable, and the whole performance passed off with as much spirit as if the house had been full to the roof, and the applause was thoroughly hearty.

A very exciting and interesting Football match took place on the grounds of the Shanghai Athletic Club on Monday afternoon, between a team from M. Lanning's School and a team from the Masonic School, the ages of the boys engaged ranging from ten upwards. The battle was fought, under association rules, with intense energy and determination, resulting in a victory for the team from Mr. Lanning's School by three goals to none.

No. 3 Co., S.V.C., monthly rifle competition took place on Saturday last. In "A" class Priv. Moutrie was the winner, and "B" class Priv. McKay.

The *Rocket* returned here on Sunday from the *Wan-nien-ching*, owing to the rough weather. She brought some $1,800 that had been recovered from the wreck.

An attempt was to have been made yesterday to lift the *Hangchow*, but it was abandoned till to day, as there will be a better tide.

Some time ago we made mention of some false bank notes in circulation in the Settlements. The Police have arrested one man who is supposed to be concerned in the forgery.

Consols and *Rentes* are both higher by last telegrams. The former are quoted 100⅜ and the latter 106. We learn also that there is a better and more confident feeling in business circles in France.

Early on Thursday morning, a native policeman found a Chinaman hanging dead from the railing of Szechuen Road bridge. In the afternoon the District Magistrate proceeded to the spot to hold an inquest, but the relatives of the deceased, his wife and brother, claimed the body and said they were satisfied he had committed suicide. It appears the man, a native of Ningpo, was a schoolmaster out of employment and had hanged himself with one of his garters, the two ends of which he had fastened to the bridge, and placing the loop under his chin and behind his ears, removed his feet from a beam and was choked.

A sad accident occurred afloat on Tuesday, resulting in the death of a young Swedish sailor who had been sent aloft. When almost up to the fore-topgallant mast head, he fell, and struck the foretop, and afterwards the deck. He fell a distance of 120 feet, and was instantly killed, his body being crushed. The funeral took place yesterday morning. The deceased is described as having been very active in his movements, and the accident is supposed to have been caused from the slippery state of the shrouds, arising from their being frozen at the time.

At the Police Court on Monday W. Watson was fined $3 and costs for being drunk and disorderly and assaulting a Chinaman in Broadway. J. Bell and J. Hasket belonging to the *Benalder* were each fined $2 and costs for being drunk and using obscene language in Broadway.

Amongst the impending marriages in high life we note that of Mr. Nicholas Roderick O'Conor, diplomatic agent at Sofia, and formerly *chargé d'affaires* at Pekin, to Miss Minna Hope, eldest daughter of the late Mr. James Robert and Lady Victoria Hope-Scott. Miss Scott is a niece of the Duke of Norfolk and a grand-niece of Lord Lyons, British Ambassador to the French Republic. The late Mr. Hope-Scott's first wife was the grand-daughter and heiress of Sir Walter Scott.

According to the *Japan Mail*, the result of the diplomatic negotiations as to the Nagasaki riot was announced as follows in the Japanese *Official Gazette* of the 11th instant:—"With reference to the brawl which occurred on August 15th between Chinese man-of-war's men and Japanese constables at Nagasaki, the Governments of the two Empires despatched Special Commissioners to that place to investigate the circumstances of the affair. But the conferences of the Commissioners were suspended on the 16th of November of the same year. Subsequently, negotiations were carried on between the Japanese Minister of State for Foreign Affairs and the Chinese Minister Plenipotentiary in Tokyio. On the 8th instant, both sides came to an agreement that the trial of the persons concerned in the brawl should be conducted in the regularly constituted courts of their respective nationalities, according to the laws of each Empire, and that on neither side would the Government interfere in any way with these judicial proceedings."

The *Satsuma Maru* brings us Yokohama papers to the 15th instant. The *Mail* has actually come round to the belief that if the Chinese began the riot at Nagasaki, "the Japanese, on their part, are open to the charge of having carried resistance to the length of revenge." A fire broke out in a native store in Yokohama on the 7th, about ninety houses being burnt. The shares in some of the native banks have risen to a dangerously high price, those in the Bank of Japan and the Yokohama Specie Bank being quoted at 300 per cent. premium. Count Saigo, during his recent visit to Europe, engaged five Englishmen for shipbuilding and torpedo work, and three Germans for powder-making. The total amount of local and national taxation raised in Japan at present is stated by the *Jiji* Shimpo at 110,000,000 yen a year. Another man-of-war, the *Rinjo kan*, has been despatched to Singapore direct, chiefly under steam, following the course supposed to have been taken by the missing *Unebi kan*. Chiarini has re-opened his circus in Yokohama; the menagerie includes the two bears presented by the Emperor. A correspondence has been published between Sir Francis Plunkett, the British Minister, and the leading British mercantile firms in Yokohama, anent the charges of want of enterprise, etc., made in recent Consular reports.

Military and naval preparations seem still to be the first thought in Japan, and we read now that the government has determined to establish a Naval University. Lieutenants are to be admitted up to the age of 30, and sub-Lieutenants up to the age of 28, so that the institution is evidently to be a kind of Staff College. The professors are to be naval and military officers, and the university is to be under the management of the Chief of the General Staff Office, by which, and by the Minister of the Navy, nominations to it will be made.

The *Daily Press* says that news had been received in Hongkong of the stranding of the American schooner *Wagrien* on the Tamsui bar on the 1st instant. She is a vessel of 180 tons, commanded by Capt. Vincent who is well known on the coast, and had a cargo of telegraph poles for the Chinese Government. Although she was making a good deal of water all hope of saving her had not been abandoned.

The following telegrams appear in the *Courrier d'Haiphong*;—"Thai-Hoa, 8th February. Colonel Brissaud has taken another fortified position. The rebels suffered serious loss. Our loss was seven men killed and two officers, Lieut. Forey and Sub-Lieutenant De Thuisy, seriously wounded." "Cao-Bang, 8th February. Chinese pirates have attacked Do-Sat. Commandant Servière is leaving Cao-Bang with a column to relieve the company defending Do-Sat."

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Miscellaneous Articles.

CONSUL'S REPORT—COTTON IN CHINA AND JAPAN.

In accordance with the system introduced by Lord Rosebery, when Foreign Secretary, the Foreign Office continues to publish from time to time, without waiting for the appearance of the regular blue-books, special reports from its Consuls abroad on matters of interest to the mercantile community at large. Five issues of this miscellaneous series, numbered 18 to 22, are before us; and they comprise reports from sundry treaty ports in China and Japan on the native manufactures of cotton goods in these countries. Mr. Robertson's is the first, dated Yokohama, October 14th, 1886. He sends twenty-two samples of the cotton goods of native manufacture most in use by the Japanese; but he remarks at the outset that there is such a vast contrast between the conditions of the trade in Japan and China, that he does not think that any business is likely to be opened up between Japan and England in these particular articles. The population of Japan is only 37,000,000, and they are rapidly adopting foreign dress. The change affects more slowly the labouring and artisan class; but he imagines that this field has already been exploited by English merchants—from which it is evident that Mr. Robertson has not such a low opinion of the energy and enterprise of the British merchant as some of his colleagues—, who would have ascertained before this in what direction Japanese manufactures could be imitated or undersold. Meantime he gives full particulars with prices and mode and cost of packing of the samples he sends, which we observe by a note at foot have been forwarded to the Manchester Chamber of Commerce; the members of which, who are interested in the trade with Japan, have no doubt long since received similar particulars from their correspondents in that country. Mr. Lionel Hopkins' list of the goods worn in Amoy and its vicinity is very exhaustive. He sends fifty-six samples, with their names in Chinese and English, a brief description of the cloth and its use, and details of size, price, etc. Kiangsu, Kuangtung, Kiangsi and Fukien—the province in which Amoy is situated, — all contribute to the draperies of Amoy; and their manufactures are preferred, as we have heard before, to foreign cloths by "the many millions of lower class Chinese toiling and moiling," because they last four or five times as long, tear less easily, and are much warmer in winter. Generally, Mr. Hopkins says; "Whether it is possible for us to manufacture fabrics as warm, as lasting, and as tough as the Chinese can weave for themselves, and further, whether it can be made profitable, I do not pretend to say. But with a prize so immense and not yet shewn to be unattainable, every effort would seem worth making by the interests concerned, even that of sending out to this country some one possessed of technical knowledge, who could study the conditions on the spot, and observe, ask, and learn for himself."

Mr. Alabaster sends from Shanghai a report by Mr. Playfair, accompanied by some sixteen samples. The report itself is likely to be somewhat misleading to home readers, for Mr. Playfair states that there does not appear to be any manufactory of these goods either in the city of Shanghai or in the foreign Settlements, but that the factories on the Pootung side of the river are constantly at work. The reader in Lancashire would probably infer from this that the Chinese had attained to the establishment of cotton manufactories, and would hardly realise that all this native cloth is made in the cottages of the peasantry, in the time that they can spare from their domestic and agricultural duties. The only remark of interest in the report is that, while white and grey shirtings are constantly dyed pink and blue by the local dyers, there is no sale for the same goods, dyed to the same colours at home. Probably the home dye does not always give exactly the tint required—but it is strange that Mr. Playfair should have ignored so entirely the considerable importations of gentian shirtings—and is not so fast as the native dye. Mr. Gardner sends from Hankow not only forty samples of cloth, with full details; but adds what is almost a treatise on the tastes and requirements of the Hankow Consular district in particular, and for China generally. He recommends the establishment of a museum at Manchester of Cotton products, which apparently the efforts of the Consuls will soon furnish, and suggests that manufacturers at home—but this must have occurred to some of them already—should ascertain the names of reliable British subjects at each of the treaty ports who deal in cotton textiles, and get advice from them. He adds a number of similarly instructive suggestions, with useful hints as to advertising, in which however he hardly soars above the much-abused chrome, (say 14 in. by 10 in.), and varies his remarks by a disquisition on the depreciation of silver, on the want of literary instructions for females of the lower classes, and on the obstructions of the Chinese fiscal system. He has a very high opinion of the value of the Consular trade reports, and finally recommends Messrs. Butterfield and Swire and Messrs. F. W. Sharp, as the only two British firms in Hankow which made dealing in cotton textiles a speciality. There is a great deal that is interesting in the paper, but it is anything but a report on the native cotton manufactures of Hankow. In a postscript Mr. Gardner forwards a useful note from "W. F. Sharp Esq., head of the firm of Sharp and Co.," covering eleven samples of grey and dyed cloths. Mr. Cooper sends from Ningpo twenty samples with particulars, but he explains that as the piece-goods guild forbids the purchase of cotton goods from foreigners, there is no foreigner in Ningpo who could give him information as to the trade; and his report therefore consists of an amusing lament over the change in the way in which the foreign trade is now conducted, since the date of his arrival in China, 1855; and an account of the Chinese ginning machine, which is to be found in every decent household. One fact he brings to the attention of the government, and that is that competition with the narrow native cloths is checked by the provision in the Treaty of Tientsin, which makes the minimum width of grey shirtings 34 inches. It is probable that in inserting this the Chinese had no idea of protecting their own fabrics; but it has this effect now. We cannot say that we are sanguine that these reports will do much to further the trade in cotton goods between Great Britain and China. The facts in them are mainly derived from the merchants here, whose home correspondents they are intended to instruct; and it is incredible that these home manufacturers have not had these facts in their possession a long time. There is in reality no such apathy in the Manchester manufacturer as some recent statements aver; he is keen enough and his agents here are keen enough to discern an opening where it exists.

INSPECTION OF MILK.

Much has been said and written about the dangers arising from the sale of unwholesome alcoholic liquors in the Settlements, and something perhaps has been done to limit those experimental researches into the power of endurance possessed by the human, and chiefly nautical, constitution, which publicans of the baser sort are prone to undertake. It is to be wished that much closer supervision were exercised. We charitably assume that there is some, but we have never found any satisfactory evidence of it. However this may be, the uncontrolled sale of poisonous milk is yet more serious than the uncontrolled sale of poisonous liquor. The number of possible victims is far larger, and the great majority of milk drinkers have no voice in deciding whether they shall be consumers or not. There are one or two dairies in Shanghai under foreign management, which are, we suppose, up to a certain point worthy of confidence. The milk distributed from them comes for the most part from cows properly tended as to food and cleanliness, and is received, manipulated and distributed in clean vessels. But there must be a considerable amount of milk entering into foreign consumption which is only poured through these establishments, its origin being outside the limits of foreign control. Else it would be difficult to understand how practically the supply

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always corresponds to a varying demand. Moreover there are some hundreds of gallons of milk sold daily in the Settlements which has not even nominally passed under foreign scrutiny. We have a very decided opinion to the effect that the sale of milk within the Municipal boundaries should be limited by license. The consumption is so large that the imposition of a comparatively trivial license fee would be sufficient to provide funds for the cost of continuous official supervision of the supply, so that any financial difficulty in the way of paying a competent staff need not enter into consideration. But special competence in the supervising staff is essential. No mere amateur survey of the dairies and examination of their outcome would be of the least good. On the contrary, inefficient inspection would be worse than none. Every dairy, native and foreign, should be frequently and unexpectedly visited, the sources of supply should be investigated, and the milk itself should often be subjected to skilled physical and chemical examination of a rigorous character.

There are certain periods, notably during the ten or twelve days which immediately follow calving, when a cow secretes milk which is distinctly unhealthy. And as the entire milk of a dairy is the sum of the contributions of animals at various stages of post-parturient life, it may all be contaminated by the milk of a single cow. The absence or presence of the condition to which we refer may readily be determined by the microscope used with sufficient patience and diligence when a large bulk of fluid is submitted to examination. The need for such determination sufficiently often to check carelessness is perfectly obvious. It is hardly necessary to point out that milk is liable to be rendered poisonous by the use of impure water serving as well for the washing of vessels as for the fraudulent purpose of dilution. Europeans of a certain class are marvellously indifferent to impurities too subtle to strike the unaided senses, and Chinese are equally indifferent to all sorts and kinds of dirt. In Europe and America the public mind is periodically stirred by accounts of destructive epidemics limited to areas deriving their milk supply from one particular source. In these cases the milk itself may be good enough, for it is almost exclusively through water that it becomes the medium of communication of such diseases as typhoid fever. It is therefore not enough to know that a dairy is kept in a state of apparently scrupulous cleanliness, and that its own water supply is above suspicion. Inquiry should in addition be continually directed to everything connected with the converging streams which debouch through it. There are yet other points of importance which should not be neglected. Thus, while butter fat in large quantity is essential to the proper nutrition of young children, we have often seen specimens of milk chiefly from native dairies, from which the cream had been almost completely removed. The abstraction of cream or the equivalent dilution of milk does not represent simply so much money stolen from the purchaser. It menaces the lives of children and invalids, and is thus of far graver import than is any mere commercial fraud.

An example drawn from the experience of New York will set the importance of this subject in a clear light. In 1880 the mortality among children under five years of age was 14,650. In 1881 it was 17,737 or about 75 per cent. of the births for that year, and in 1882 the figures were almost the same. Elaborate and exhaustive investigation led to the conviction that this alarming state of things was due to the impurity and dilution of the milk brought into the city for sale. Accordingly, in the early part of 1883 a stringent law was passed which brought the dealers to a wholesome conviction of their responsibilities. Inspectors were placed on the milk trains, and the new system was mercilessly carried out. In 1883 the mortality fell to 13,856, a reduction of about 4,000, and this notwithstanding enormous difficulties encountered in the administration of the regulations. In 1884, however, the work was interfered with by the politicians, and the Dairy Commission was organised so as to form part of the great jobbing machine. Inefficiency in control was the immediate result, and corresponding with it the bill for 1884 showed an infant mortality of 15,272. Such an example as this is conclusive, and we shall do well to anticipate the evils of unrestricted sale rather than to await some disastrous epidemic for which we shall have to thank our own indifference.

THE CUSTOMS RETURNS—LAST QUARTER OF 1886.

THE total amount of dues and duties collected at the nineteen treaty ports of China, by the Imperial Maritime Customs, shews, as will be seen by the table with which we conclude, a gain, over the same quarter in the previous year, of about 4½ per cent. In the imposing yellow-covered pamphlet of 159 pages, just issued by the Statistical Department, the details of the trade from which these duties are derived are fully set forth, as usual; the statistics of the trade of Corea for the quarter being appended. The falling off in Newchwang, amounting to over Tls. 15,000, is due to the diminished export of beans and beancake, while the export of wild raw silk has gone up from 1,300 piculs in 1885 to 3,400 piculs in 1886. The most notable item in the imports is the increase of American drills and sheetings from 85,705 pieces in 1885 to 146,260 pieces in 1886. The decrease of nearly 13,000 taels in Tientsin is accounted for by a heavy decline in the coast trade duty, while cotton goods of all kinds have been imported in 1886 to the extent of 967,000 pieces against 1,307,000 pieces in 1885, with an analogous falling-off in woollens and metals. With all the talk about the syndicates and job-hunters in Tientsin, we do not find that it has as yet become such a very much frequented resort, for in the three months only 102 foreign passengers entered, and 163 left, the port. Chefoo shews a gain of about Tls. 8,000, due to a marked increase in its exports, of which straw braid counts for nearly 16,000 piculs in 1886 against 11,000 in 1885. There was a heavy increase in the import of old iron—the cart tires and horse-shoes of which we have heard so much—into this port. The duties collected in Ichang shew a gain of nearly 30 per cent., the increase being in the export duty and river steamer coast trade deposits, which last should apparently be rather carried to a suspense account, than treated as *duties collected*. The import of cotton and woollen piece-goods shews a falling off from the heavy figures of last year; but the exports generally, especially of silk, shew a marked advance. Hankow records a marked gain, principally in the export duties, and river steamer coast trade deposits. The import of piece-goods was about the same as in 1885, Grey Shirtings shewing an advance of about ten per cent; but metals shew a considerable falling off. The chief advance in exports was in black tea. The collection at Kiukiang in 1886 was about ten per cent. less than in 1885, the export duties and river steamer coast trade deposits being the culprits, the export of green tea and paper shewing a decline. There was a considerable falling off in the import of lead. Wuhu is marked by an enormous advance from the abnormally small collection in 1885, which is mainly due to a general advance in exports, beans and peas giving 24,200 piculs against 600, and Rice 952,000 against 549,000. Chinkiang came near to doubling its collection, the export of beans and peas, rice, and wheat, having risen from 14,000, 144,000, and 4,000 piculs, to 82,000, 239,000, and 18,000, respectively. In the import of piece-goods and metals there was a nearly general decline. There was a slight decline in the collection at Shanghai in 1886, not enough to cause any apprehension as to the stability of our trade. The falling off is considerable in both the import and export duties, but much of the loss was recouped by the opium duty, which was even above the figures for 1884. The total import for the quarter of Cotton and Woollen piece-goods was 2,593,000 and 100,000 pieces against 2,793,000 and 114,000 respectively in 1885; while metals, iron especially, shewed a more important decline. There was a considerable falling off in the export of silk, while treasure shews a large balance to the good. The gain of seventeen per cent

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in Ningpo was in the export and opium duties, almost all the products of Ningpo, including green tea, showing an advance. Wênchow is still the Tom Thumb of the Customs' family; and its small contribution to the revenue in 1885 was not even equalled in 1886. Yet it has a fairly long list of exports, but they are evidently of trifling value. Foreign visitors are still a rarity at this quiet port, only two having arrived and three departed in the quarter. The collection at Foochow was about four per cent. less in 1886, the decline in the import and export duties not being made up by the increase in the opium duty. Piece goods and metals, of which Foochow at any time is only a moderate consumer, fell off; but the exports, paper excepted, were well kept up. Tamsui shews an improvement due chiefly to the increased export of tea, but Takow went back, its export of sugar having fallen from 34,000 piculs in 1885 to 5,000 in 1886. Piece-goods also were imported to a considerably smaller extent. The falling-off in Amoy in 1886 was about twenty-five per cent., the import, export and opium duties all shewing a heavy decline. The *Gazette* merely records the facts and gives no reasons for the depression; but it extends to nearly all classes of imports and exports, though the export of brown sugar was considerably higher in 1886. In Swatow the collection improved about five per cent., for the increase in the export and opium duties more than made up for the decline under the other heads. Nearly 2,000 piculs of opium were imported in 1886, against less than 1,000 in 1885, while the export of sugar, the staple of Swatow, shews only a trifling advance. In Canton the improvement was about eight per cent., the increase being in import and export duties, with a very heavy decline in the opium duty; in fact, there were only 13 piculs of opium passed through the foreign Customs in the last quarter of 1886, against 736 piculs in 1825, and 1,010 in 1884. Then was a very large increase in the export of silk, but a falling off in tea. Kiungchow gave a small increase, the larger demand for opium counteracting the decline in sugar; 13,788 pigs were exported during the quarter against 10,428 in 1885. In Pakhoi, which sanguine Consuls expect to be a large mart some day, there was a great increase, legitimately due to the much larger demand for imports; piece-goods of all kinds rising from 13,000 pieces in 1885 to 33,000 pieces in 1886. A more remarkable point is the increase in the importation of cotton yarn, of which over 17,000 piculs passed the Customs in 1886 against under 5,000 piculs in 1885. We must leave the consideration of the Corean statistics for another occasion, merely adding hereto the table earlier referred to.

REPORT OF DUES AND DUTIES,
October-December Quarter.

	1886.		1885.
Newchwang...Tls.	96,032	Tls.	111,707
Tientsin ..... ,,	145,698	,,	159,301
Chefoo .....Tls.	82,098	Tls.	74 108
Ichang ..... ,,	59 861	,,	46,973
Hankow ..... ,,	306,274	,,	272,007
Kiukiang ..... ,,	103,651	,,	114,570
Wuhu ..... ,,	124,537	,,	18,559
Chinkiang ... ,,	78,4 8	,,	48,227
Shanghai ..... ,,	1,215,165	,,	1,221,440
Ningpo ..... ,,	238,365	,,	203,850
Wênchow ..... ,,	2,064	,,	2.840
Foochow ..... ,,	448,201	,,	466,206
Tamsui ..... ,,	84,372	,,	72,964
Takow ..... ,,	27,380	,,	34 230
Amoy ..... ,,	158,113	,,	211,841
Swatow..... ,,	201,240	,,	192,559
Canton ..... ,,	328,248	,,	303 176
Kiungchow ... ,,	28,941	,,	26,>96
Pakhoi ..... ,,	33,990	,,	24,808
Total Tls.	3,767,698	Tls.	3,606,361

THE MUNICIPAL REPORT.

It was the first duty of a Roman citizen never to despair of the fortunes of his country, however depressing the circumstances of the time might be. The same duty is laid on the residents of Shanghai, and facts shew that it is wise as well as patriotic. Two years ago our municipal finances were at the lowest ebb. Reckless expenditure on a new police scheme, with a falling of revenue consequent on the Franco-Chinese war, had led to a heavy deficit, but the heroic measure was taken of re-imposing the Wharfage Dues, and last year we were able to congratulate ourselves that there was "not a surplus, but the deficiency is so small that, with our improved prospects, no anxiety need be caused by it, and on the Budget for the current year a surplus, minute, but better than nothing, is expected." The outgoing Council last year took such a moderate view of these improved prospects, that instead of a minute surplus only just better than nothing, Mr. Wood and his colleagues are in the pleasant position of being able to announce an actual excess of receipts over the estimates of Tls. 26,000, or, with the outstandings of previous years, interest, etc., Tls. 33,000; which is reduced by sundry expenditure above the estimates to an actual surplus of over Tls. 23,000. Of all the heads under which the income is collected there are only six which do not shew a considerable gain over the estimates, the most important being Wharfage Dues (Tls. 10,500), Jinrickshs licenses (Tls. 4,800), and General Municipal Rate, Foreign, (Tls. 3,000). The time has evidently not yet come to despair of the fortunes of Shanghai.

Defence matters occupy the first section of the Annual Report and though most of the details in it have already appeared, all who take an interest in Volunteering here will be glad to have them collected for preservation. The most important matter is the presentation of a battery of guns to the community by the British Government, and the promise of an annual free issue of 30,000 rounds of ball ammunition. It is difficult to say too much of the graciousness and opportuneness of this present, and we trust that the Corps will always retain the strength and efficiency to deserve it. Nothing better proves the returning prosperity of the Settlements than the general increase in licences issued. Foreign owners of carriages are apt to grumble at the constantly increasing number of native carriages, jinrickshas and wheelbarrows in our now too narrow streets, but they are an undoubted convenience to both foreigners and natives, and they justify themselves further by contributing together the splendid sum of Tls. 44,750 for the year to our revenue, while the total expenditure on roads, in and outside the Settlements, was only Tls. 43,800. It is gratifying to see that the native water-carts are gradually disappearing, and we hope soon to see them abolished altogether. The Captain-Superintendent of Police appears to be fairly well satisfied with the force under his command, though he makes the gentle complaint that the native members of it "did not show out well on the night of the attack on the Chartered Mercantile Bank," and we cannot wonder at their being somewhat demoralised by the formidable looking, but utterly ineffective, firearms carried by the robbers. It will be news to many of our readers that private enterprise has established "a very convenient little market" in the Tientsin road, and intends erecting another very near to it. In concluding his report, Captain M'Ewen may well be proud to announce that the total amount of property stolen in the Settlements was under $53,000 for the year, of which nearly $40,000 in value was recovered by the police. It is not so pleasant to find that it is proposed to spend Tls. 81,000 on the police in 1887, against an actual expenditure of Tls. 71,600 in 1886. Under the head of street traffic we find reproduced the remarkable notification issued last March, ordering conveyances bringing "visitors to public buildings, stores and private residences" to wait for their owners at somebody else's door; a visit to the Hongkong Bank in the morning or to the Club at noon will shew that this regulation has been allowed to fall into "innocuous desuetude." In the Health Officer's report we find that the average death-rate for the previous sixteen years was as nearly as possible 24 per 1,000, the rate in 1886 having been 23.5, a very high rate considering how much has been done in the way of sanitation, including the completion of the water-works, of late years, and that the population was undoubtedly under-estimated in the few years before 1885. Housekeepers may be recommended to study Dr. Macleod's remarks on page 70 as to the causation of cholera in the settlements; from which much-dreaded disease however only three foreign residents actually died. We are glad to see that the Council decided not to suppress the Lock Hospital and the steps that have been taken since 1876 for the prevention of Contagious Diseases, incomplete as they are. The Local Postmaster's report shews an

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advance all along the line, and the institution was worked to a profit of some eighty taels. There is not very much of importance under Works matters. The proposed completion of the Kinkiang Road has been found unattainable, which is much to be regretted; and we are also sorry to see that nothing of permanent value has been done to improve the Singa Road. We should like to see the Council more alive to the necessity of acquiring new and widening existing roads, whenever practicable. The Council evidently gave the keenest consideration to the desirability of getting the new municipal regulations confirmed, for on taking over charge in March they found that no information had been received from Peking about them, and by October they had made up their minds to address the Senior Consul on the subject, after we had drawn attention to the matter in these columns. An amusing instance of our internationality is offered by the resulting correspondence. The Chairman of the Council writes to the Senior Consul in English; the latter replies in French, and sends on the Council's representation to the *doyen* of the diplomatic body in Peking, the latter, the German Minister, replying in English. It is gratifying to know that the question is still being deliberated by Mr. von Brandt and his colleagues, though "a subject of so much importance can only find its final solution after very mature consideration by the foreign representatives." There is nothing new to report about Tsao Si-yung. The correspondence as to the dispute with the Waterworks Company, which, having lost its resolution for an increase of subsidy at the last ratepayers' meeting, sought another method of obtaining the desired result, will be read again with interest. The umpire's decision was in favour of the Company, which is certainly not over-paid for the services it renders. It is impossible in the limits of an article to survey the whole field of the annual work done in Settlements which have grown as these have. The report is the best possible answer to the Marquis Tsêng's recent suggestion that the Chinese should resume direct authority over us. As to the Budget for 1887 there is happily little to say. No alterations are proposed in Rates, Taxes, License Fees, or Wharfage Dues, and there is a proposed net increase of only Tls. 2,000—which is not enough,—in the expenditure for public works. The total net expenditure is estimated, less repayment of loan of 1878 and sinking fund, at Tls. 330,000 against actual expenditure in 1886, less similar repayments, of Tls. 323,000, the principal excess being under the already over-burdened head of police.

COREAN TRADE RETURNS—LAST QUARTER OF 1886.

The returns of trade for the three treaty ports of Corea for the October-December quarter, 1886, appended to the *Customs Gazette* recently issued, show a considerable improvement on the whole over the same quarter in 1885. The total collection was:—

	1886.	1885.
Jenchuan.....	$31.072	$36,809
Fusan	19,120	13.059
Yuensan	22,317	13,319
Total...	$72,509	$63,277

It will be seen that of the three ports only one, Jenchuan (*Chemulpo*), collected less in 1886 than in 1885, which is somewhat remarkable, seeing that it is the port of the Capital of the country. The main falling off was in the import duty, and it is therefore evident that the markets were overstocked before the quarter began; and as there is evidently very little produce to be obtained at Chemulpo, the list of exports being a very meagre one, and the imports have to be paid for with treasure, the markets must be very susceptible to any excess of importation. Still the total business was much larger than was done at either of the other ports, and the import of grey shirtings alone in the last three months of 1886 was 88,118 pieces against 103,880 in 1885. White shirtings, which used to be considered the class of goods most suitable to Corean tastes, were only passed through the Customs to the extent of 776 pieces; while Japanese piece-goods fell from 15,324 pieces in 1885 to 1,508 pieces in 1886, having been evidently overdone in the former year. The business in Woollens was very trivial; but that the Koreans are still progressing is shown by the fact that machinery to the value of nearly $48,000 appears in the returns. Silk piece-goods fell off from 7,766 pieces in 1885 to 864 pieces in 1886, but kerosene oil shows a very material advance; and the large foreign colony at Seoul, now including no less than fifteen ladies, no doubt partly accounts for the importation of provisions to the value of $6,564, 300 dozen of wine, and 208 dozen of spirits; articles that are not generally enumerated in the returns from the Chinese treaty ports. The only exports of any importance were 1,037 piculs of cow-bones, and 5,491 piculs of cow-hides, the only other article of value being 61 piculs of ginseng, which, from its quantity, was probably not of the highest class. The export of treasure amounted to $184,619 of which $47,004 was in gold, the import being only $3,100. Of Cotton goods, Fusan imported 43,950 pieces of grey shirtings against 22,710 in 1885, no white shirtings being mentioned in either year; and the importation of woollens and metals was very trifling. There was a large import of salt, amounting to 24,349 piculs, of which no less than 15,556 piculs were re-exported. With the exception of Japanese silk piece goods (2,412 pieces), the other imports were not very notable, a great portion of the straw bags and ropes (143,208 pieces) being probably used to pack the beans, rice, etc., though it is not mentioned that they were re-exported. As a shipping-off place for produce, Fusan is a long way ahead of Chemulpo, the export of 43,000 piculs of yellow beans, 11,000 piculs of rice, and nearly 18,000 pieces of native cotton piece goods being recorded. The last is a very notable item of trade, the export in the corresponding quarters of 1,884 and 1,885 having been only 200 and 362 pieces respectively, and it would be interesting to know whither this large supply of native piece goods is sent. For information on this head we must wait for the annual reports on trade which will probably soon be published. Of treasure Fusan imported $62,150 and exported $45,541. Yuensan, in the far north, did a very satisfactory business, the import of grey shirtings amounting to 82,261 pieces or nearly double that in 1885, to which have to be added among other things, 1,116 pieces of English drills and 4,829 pieces of Japanese cottons unbleached. The value of woollens for clothing has evidently not yet approved itself to the Koreans of the North, for the only importation of them was 42 pairs of blankets. Of foreign sundries the list of imports is of a very miscellaneous character, including 345 piculs of raw cotton, 14,421 pieces of earthenware, over 17,000 piculs of salt, and $858 of foreign table stores; while the native sundries include over 18,000 pieces of native cotton cloth. Yuen-san has a moderate list of exports, among them being some 4,300 piculs of an article called in the returns, "Fish, Dried, Provision," but what dried-fish would be used for except provisions—unless it is intended to distinguish it from fish manure, we do not see. Of ox-hides about 2,500 piculs were exported, and about 13,000 pieces of fresh pears, against 173,305 pieces in 1884, and none in 1885. The treasure exported from Yuen-san during the quarter amounted to a value of $161,886, of which $156,411 was gold, the import being only $10,486. On the whole we certainly conclude from these returns that Corea is slowly going ahead, though no very valuable conclusions can be drawn from the return for one quarter of the year. At least it would seem that the Customs in Corea is at last self-supporting. The greater part of the trade of the country is still in the hands of Japanese, the total number of passengers arriving at the three ports during the quarter being 1,139 Japanese, 321 Chinese, and 77 foreigners, the numbers departing being 847 Japanese, 283 Chinese and 62 foreigners; besides which there was no doubt a considerate influx of Japanese in native craft.

Outport.

TIENTSIN.

We are informed that a loan for five million marks has been concluded by H.E. Li Hung-chang with certain German

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financiers at five and a half per cent. per annum interest, which is the lowest, so far as we know, that the Chinese have yet borrowed at. The agents here are Messrs. Carlowitz & Co. and Mr. Wu-ting-fang.

On the invitation of the Commissioner, representatives from thirteen of the native hongs met at the Custom House yesterday to express their views on the new opium *likin* regulations. They were found to be *all in favour of having their opium stored* in the city instead of in the Customs' godown, owing to the difficulties and inconveniences of sorting and repacking the opium into 3-catty packages for distribution inland. The merchants were informed that their wishes could not be acceded to; but in order to test the value of what they alleged it was agreed that one of the dealers should be permitted to remove ten chests of Malwa opium, after payment of the *likin*, from the settlement to his own premises in the city, where it would be sealed and repacked under Customs' observation.—*Chinese Times.*

Peking Gazettes.

ABSTRACT OF PEKING GAZETTES.

January 22nd to 26th.—The Court Circular of the 22nd of January announces that the movements of His Majesty upon New Year's day will be as follows:—At 2.30 a.m. His Majesty will visit the Fêng Hsien Tien, or the Imperial Ancestral Hall; at 4 a.m. he will proceed to the T'ang Tzu, or Hall in which the Tablets of the Imperial Ancestry are placed; at 7.45 a.m. he will visit the Tz'u Ning Kung, or apartments of the Empress Dowager; at 8.45 a.m a visit will be paid to the Ta Kao Tien or Imperial Taoist Temple, and thence to the Shou Huang Tien, or Imperial Portrait Hall; and at noon precisely a banquet will be served.

The Imperial Board of Astronomy reports that the wind upon the first day of the New Year rose from the north-east, presaging longevity and abundant harvests.

The Court Circular further announces that His Majesty will pay a visit of ceremony to the Shou Huang Tien at 2.30 a.m. on the 25th of January.

The only document of interest in this issue of the *Gazette* is a memorial from the Governor-General and Governor at Canton reporting the trial and execution of eight persons concerned in a rising in the autumn of 1885 in the District of K'ai-chien on the borders of Kuang-tung and Kuang-si which was frustrated by the prompt action of the local authorities who dispersed the rebels that had collected, and destroyed their collection of huts, three of them being killed in the fight that took place and various captures being made in the course of and subsequently to the engagement. The story of the rising, as told by one of the prisoners called Ch'ên Wu-hui, was as follows: He was a native of Kuang-ning Hsien in Kuang-tung, being a fortune-teller, vaccinator, and necromancer by trade, travelling about in Kuang-tung and Kuang-si in the exercise of his calling. In the month of August, 1885, he fell in with one Mo Chin-ch'ing at K'ai-chien Hsien, who was a maker of spurious silver, an assistant of the latter called Su Ping-kuang, and a disbanded "brave," called Chih Fêng-t'ao. He there entered into a covenant with these men to engage in acts of pillage, and in accordance with arrangements made they met at a place called T'ai-wei Shan on the 9th of September, 1885. They there built themselves some mat huts, and as the *fêng shui* of Mo Chin-ch'ing's ancestral graves was especially good, and he undertook to supply provisions to the band, they elected his son Mo A-nêu as their prince, providing themselves with a yellow flag on which were inscribed the words *ta hsien kuo*, or "kingdom of high excellence," as also a wooden seal and a manifesto, which it was intended to publish. A staff of officers was then elected, from "commander-in-chief down to standard bearers and clerks." The force, inclusive of certain villagers who had been pressed into the ranks, was upwards of a hundred men, promises of assistance having been secured from several hundred more when the time for action arrived. The campaign was to commence with an attack upon Hsai-chi Hsien, and, after this town had been looted, Ho Hsien was to be taken, followed by a march upon K'ai-chien Hsien in Kuang-tung. The plan was frustrated, however, by the appearance of the Imperial troops upon the scene on the 9th of September, 1885, just as the members were assembling for the commencement of operations. The eight criminals from whom the foregoing story was elicited were decapitated and their heads exposed, orders being given for the arrest of other ringleaders who are still at large. In conclusion, the Memorialists express their appreciation of the activity and promptitude displayed by the magistrates of the Lin-fêng and K'ai-chien Districts in suppressing this movement while in embryo. Rewards of a minor kind have been bestowed upon the subordinate officers engaged in the expedition.

Meetings.

MUNICIPAL COUNCIL.

At the Meeting of the Council held in the Board Room, No. 23, Kiangse Road, Shanghai, on Thursday, the 10th February 1887, at 4 o'clock p.m.

Present:—Messrs. A. G. Wood (Chairman), M. Adler, Th. Bieber, P. Maclean, R. de Malherbe, G. J. Morrison, J. F. Seaman, J. Simpson, and the Secretary.

The Minutes of the last Meeting are read, confirmed, signed by the Chairman, and passed for publication.

Cash Statement for the past week is submitted, and cheques for sundry accounts are signed.

Widening Nanking and Kiangse Roads.—The following letter from Mr. Iveson is submitted:—

Shanghai, 8th February, 1887.

Sir,—It is my intention to build over the Compound in front of the premises at the corner of the Nankin and Kiangse Roads, at present in the occupation of the *Shanghai Courier*, and as I can surrender to the Municipal Council two strips of land, one in the Nankin Road, and the other in the Kiangse Road, the former a three cornered piece measuring about 92.6×11.0 at the junction of the roads and running to a point on the west, and the latter about 122.6×5.0, I should like to know if the Council upon the completion of the building, are prepared to take these strips over at the present assessed value of the land, and should they do so, the strip in the Kiangse Road will be surrendered conditional upon its being allowed to remain as a footpath.

The acquisition of these strips will make the roads at right angles to each other, an improvement very much needed at that spot, and I shall be glad if you will let me know the decision of the Council in this matter, as early as possible.

I remain, Dear Sir,
Yours faithfully,
E. Iveson.

R. F. Thorburn, Esq.,
Secretary, Municipal Council.

Decided to accept this offer.

Widening Nanking and Szechuen Roads.—The following letter is submitted:—

No. 7, Commercial Chambers,
Shanghai, 9th February, 1887.

Sir,—Under instructions from the Executors of the late R. Sayle, I am authorized to offer to the Council the strip of ground forming portion of the property needed for the purpose of widening the Nanking and Szechuen Roads, prior to disposing of the entire lot by public auction. The portion of land required has been estimated by Mr. T. W. Kingsmill at about 3 *fun* 5 *li* and 8 *haou*, subject however, to any reasonable modification required by the Council, and the Executors value it for public uses at the rate of Tls. 12,000 per *mow* of 6,600 feet, at which rate I am prepared to make a formal surrender. In the event of a sale by private contract prior to the acceptance of this offer, the Executors will do their best to facilitate the arrangement, with the purchaser, but do not engage themselves to keep it open for any definite period.

I have the honour to remain, Sir,
Your obedient Servant,
John Bailey,
Attorney and Agent for the Executors of the late R. Sayle.

To R. F. Thorburn, Esq.,
Secretary, Municipal Council.

Decided to refuse this offer and to inform Mr. Bailey that the Council are prepared to arrange for the strips at the assessed value of Tls. 6,600 per mow.

Cattle in Native Dairies.—The following report is ordered to be published:—

Return of Animals Kept at the Native Dairies.
Shanghai, 7th February, 1887.

Locality of Dairy	Remained last Return.	Calves.	Bull.	Cows.	Total.	Remarks.
Fa-ji (New Seward Road)	11	3	1	8	12	1 Buffalo bought.
Broadway	10	3		7	10	
" No. 2	19	6	1	12	19	1 English calf bought.
" No. 3	23	7	1	15	23	1 Native cow bought.
" No. 4	23	7	1	15	23	1 English cow sold.
Lee Hongtze	11	3	1	7	11	
Woosung Road	18	5	1	12	18	
Shiza Village	21	6	1	14	21	1 Buffalo sold.
" No. 2	24	7	1	16	24	1 Buffaloes sent to Pootung.
" No. 3	9	2		7	9	
Tsi-loo Dairy	18	5	1	12	18	
French Road to Bizawei	24	7	1	16	24	
Yuen-ming and singalee	29	8	1	20	29	1 Buffalo sold, 1 Native cow sold.
Tsi-skin-jah (South)	40	11	1	28	40	
Near Ningpo Joss House (Apping)	19	5	1	13	19	
Overing's Bungalow	10	3		7	10	
Li-Jen and Ting-Mi	11	3	1	7	11	1 Native calf sold.
Zee	13	4		9	13	
South of Pah-sien-Joh	26	7	1	18	26	3 Buffaloes sent to Pootung, 2 Native calves sold, [1 Native calf sold.
Ah-Cho	11	3		8	11	
Nee-hing and Sik Chan	19	5	1	13	19	
Sun-wo and Doug-kwo	22	6	1	15	22	
Louza Bridge	11	3		8	11	
Total	392	108	17	267	392	Decrease 10

I inspected the cattle kept at the above named places on Monday, Wednesday and Friday of last week and found them all in good health and condition.

James A. Wead,
Submitted, J.H. *Asst. Insp. of Markets, &c.*

Rules of Procedure to be observed at Public Meetings of Ratepayers.—The Chairman mentions that the present Rule with regard to the discussion of Resolutions is rather inconvenient in the case of the Budget and reads the following Rule which it is proposed to add to those at present in force:—"Rule 8. In the case of the Budget, should any amendment be brought forward affecting a portion of the Budget only, then such amendment, with any other amendments relating to the same portion of the subject, shall be considered and decided on before other portions of the Budget

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are discussed. After all amendments relating to portions of the Budget have been decided on, should any of them have been carried, the Budget as amended shall be put to the Meeting.

Decided to agree to this.

Volunteers. — Major Morrison reports that he has received a letter from Captain Danenberg intimating that No. 4 Company S.V.C. has been disbanded by a vote of its own Members.

Works Matters.—The following report by the Surveyor for the month of January is submitted and ordered to be published:—

Shanghai, 8th February, 1887.

The following works have been completed:

Drainage—Building brick drain across foreshore Soochow Creek in continuation of the Broadway drain.

Extending drain box across foreshore Soochow Road, between Kiangse and Honan Roads.

Cleaning brick drain Astor Road, from Broadway to Whangpoo Road.

Chip-paving footpaths Foochow Road, from Kwangse to Yunnan Road.

Curb &c.—Laying curb &c., Seward Road, from Hwa-kee to Chow-foong Road.

Metalling—Fearon Road, from Broadway to North Yangtsze Road.

The works in progress are:—

Foreshore—The Soochow Road foreshore, between Kiangse and Honan Road is being graded.

Metalling—Chekiang Road, between Pekin and Amoy Road; Dixwell Road, South of Broadway; and North Szechuen Road, North of Tiendong Road.

Repairing—Generally repairing the various roads in and outside the Settlements.

The Meeting then adjourned.

SHANGHAI CARGO BOAT COMPANY.

The fifth annual general meeting of the above Company was held on Monday afternoon at the offices of Messrs. Russell Co. There were present Messrs. T. R. Wheelock (Chairman), F. H. Bell, J. G. Purdon, E. G. Low, and F. D. Bush (Directors), and R. Francis, A. C. Hunter, J. A. Ballard, J. D. Thorburn, T. Pemberton, W. Allanson, C. Beurmann and F. Gore, representing 129 votes.

The CHAIRMAN read the notice calling the meeting.

The minutes of the last annual meeting were taken as read, as were also the report and balance sheet for 1886.

The CHAIRMAN said the Directors were satisfied with having a good report to present and what was to be considered a good dividend. He was glad to be able to inform the shareholders that the boats were in good order, and that the number was the same as before. He also stated that the Directors had decided upon building another steam launch, as it was necessary, in these days, to do things more expeditiously, much of their business requiring to be done a few days before the mails leave. When this new launch was ready, they would, he hoped, be able to effect a considerable saving in wages.

Mr. FRANCIS wanted to know whether the items lumped together as general working expenses could not be given separately, and each put under a different heading.

The CHAIRMAN said it could be done, and if the shareholders desired it, the Directors would do so, but he thought it would be much better if a shareholder wished to know the particulars for him to go to the office and get them.

Mr. FRANCIS thought it would be of interest to know what the items were.

The CHAIRMAN did not consider it desirable to publish the particulars.

The matter then dropped.

Mr. FRANCIS wanted to know if the plant had been recently valued.

The CHAIRMAN said it had not.

Mr. FRANCIS said nothing had been written off for depreciation, and that even iron boats would not last for ever.

The CHAIRMAN said there were 25 wooden and 28 iron boats, and that repairs were effected on them when required; they were not allowed to go to ruin, but were repaired at once.

Mr. FRANCIS wanted to know something about the Woosung Pool Account. He said it appeared to him to be all give and no take in their case.

The CHAIRMAN replied that if this arrangement were not in existence, they would probably not get as much as they did now.

Mr. FRANCIS said it was a very unequal arrangement.

The CHAIRMAN informed Mr. Francis that the hire of the steam launch was included in the receipts for lighterage, as was also the hire of cargo boats lent for outside purposes.

The CHAIRMAN proposed and Mr. PURDON seconded—

That the Report and Accounts be accepted and passed.

Carried unanimously.

Mr. HUNTER proposed and Mr. BALLARD seconded—

That a dividend and bonus as recommended by the Directors be paid, viz:—a dividend of 5% to shareholders (making in all 9% for the year) and a bonus of 10% to contributors of business for the half year ending 31st December 1886.

Carried unanimously.

Proposed by Mr. FRANCIS and seconded by Mr. LOW—

That Mr. J. D. Thorburn be re-elected auditor.

Carried unanimously.

Proposed by Mr. ALLANSON and seconded by Mr. PEMBERTON—

That Messrs. Wheelock and Low, be re-elected directors.

Carried unanimously.

This concluded the meeting.

The following is the Report:—

The Directors in submitting to the Shareholders the audited accounts for the year ending December 31st, 1886, have pleasure in reporting an increase in the net earnings.

After providing for all repairs, expenses, Director's, and Auditor's Fees, and Agent's Commission for the whole year, the Working Account shows a balance of Tls. 25,127.64, out of which there has already been paid an interim dividend to the 30th June last of 4% absorbing Tls. 8,000,00, and a bonus to contributors for the first half of the year amounting to Tls. 2,422,15, leaving a balance at credit of Profit and Loss Account of Tls. 14,705.49, which it is proposed to appropriate as follows:—

A Dividend to Shareholders of 5% for the half year ending December 31st, 1886	Tls.	10,000.00
(Making 9% in all for the year.)		
A Bonus to Contributors of business for the half year ending December 31st, 1886, 10%	Tls.	2,433.69
Leaving a Balance to be carried to Reserve Fund of	"	2,271.60
	Tls.	14,705.49

The Reserve Fund will then stand at Tls. 9,300.65.

Mr. C. D. Kerr, on his departure from Shanghai, having resigned his position as Auditor, the Directors appointed Mr. J. D. Thorburn in his place, and he offers himself for re-election for the ensuing year.

Of the Board of Directors Mr. C. Vincent Smith resigned upon his leaving Shanghai, and Mr. F. D. Bush was invited to take his place.

In accordance with clause No. 54 of the Deed of Settlement Messrs. E. G. Low and T. R. Wheelock retire from the Board of Directors, but offer themselves for re-election.

Shanghai, 16th February, 1887.

WORKING ACCOUNT, from 1st Jan. to 31st Dec., 1886.

Dr.	Tls.	Tls.
To Directors Fees for the year	1,500.00	
" Auditor "	100.00	
" Rent of Offices "	300.00	
Agents Commission on gross Tls. 55,630.35 at 7%	3,894.14	
" General Working expenses, including salaries of staff, boatmen's wages, coal for steam launch, licences, supplies, &c.	20,423.73	
		26,217.87
" Repairs Account:—		
Repairs to steam launch Trojan	133.07	
Paint, oil, rope, canvas, caulking and general overhauling	2,156.74	
" Woosung Pool Account:—		
For amount paid the Co-operative Cargo Boat Co		2,620.55
" Balance carried to Profit and Loss Account		25,127.64
	Tls.	56,155.87

Cr.	Tls.
By Receipts for Lighterage	55,630.35
" Transfer Fees	28.71
" Interest on daily balance with the Agra Bank, Limited	192.45
" Outstanding Accounts	304.36
Tls.	56,155.87

PROFIT AND LOSS ACCOUNT.

Dr.	Tls.
To Dividend paid for the half year ended June 30th 1886 at 4%	8,000.00
" Bonus to contributors for the half year ended June 30th, 1886, Tls. 24,221.50 at 10%	2,422.15
" Balance	14,705.49
Tls.	25,127.64

Cr.	Tls.
By Balance from Working Account	25,127.64
Tls.	25,127.64

BALANCE SHEET.

Assets.	Tls.
Plant of 53 Cargo Boats, Steam Launch, &c.	200,000.00
Cash	21,736.34
Tls.	221,736.34

Liabilities.	Tls.
Capital Account	200,000.00
Reserve Fund	7,028.85
Balance of Profit and Loss Account	14,705.49
Tls.	221,734.34

E. & O. E.

Shanghai, 31st December, 1886.

Audited and found correct,

J. D. THORBURN, Auditor.

WHEELOCK & Co., Agents.

Reports.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the forty-third report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 26th inst., at noon:—

To the Proprietors of the Hongkong & Shanghai Banking Corporation.

GENTLEMEN,—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 31st December last.

The net profits, including amount carried forward, amount to $882,148.87, after paying charges and making provision for bad and doubtful debts, excepting those referred to below. This result the Directors believe will be regarded as satisfactory, considering the difficulties under which the Bank's business has been carried on owing to the violent fluctations in Silver which have characterised the period under review.

It is with much regret that the Directors have to recommend the transfer of $500,000 to Contingent Account to provide for doubtful outstandings at one Agency of the Bank. Of this amount the Directors look upon $350,000 as bad, and although they hope to recover the balance either in whole or in part, they do not feel justified in considering it as a good asset. To make this provision, the Directors propose that $300,000 be taken from Profit and Loss Account, and $200,000 from Reserve for equalisation of Dividends.

After making these transfers and deducting remuneration to Directors, there remains for appropriation $572,148.87, out of which the Directors recommend a Dividend of One Pound and Ten Shillings Sterling per share, which will absorb $400,000.

The difference of Exchange between 4/6, the rate at which the Dividend is declared and 3/3½ the current rate of the day amount to $146,835.44

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The balance $25,313.43 to be brought forward to credit of New Profit and Loss Account.

Directors.—Messrs. Dalrymple, Huntington, and the Honourable A. P. MacEwen retire in rotation, and being eligible for re-election offer themselves accordingly.

The Directors have invited Mr. W. H. F. Darby to fill a vacant seat on the Board, and the Honourable Wm. Keswick having resigned, his place has been supplied by the Honourable J. Bell-Irving. Both these appointments require the confirmation of the Shareholders.

Mr. M. Grote has been appointed Chairman for 1887, and Mr. C. D. Bottomley Vice-Chairman.

Auditors.—The accounts have been audited by the Honourable Phineas Ryrie and Mr Fullarton Henderson.

M. Grote,
Deputy Chairman.

Hongkong, 10 h February, 1887.

Abstract of Assets and Liabilities, 31st December, 1886.

Liabilities.

Paid-up Capital		$5,400,000.00
Reserve fund		4,500,000.00
Reserve for equalisation of dividends		200,000.00
Marine insurance account		25,000.00
Notes in circulation	$4,449,739.30	
Deposits	62,865,901 49	
		74,315,640.79
Bills payable (including drafts on London bankers and short sight drawings on London office against Bills receivable and Bullion shipments)		17,195,240.80
Profit and loss account		382,148.87
		$104,843,030.46

Assets.

Cash		$9,979,693.00
Investments, viz.:—		
£100,000, 3 per cent. Consols		
£150,000, 3 per cent. Indian Government Sterling Loan.		
The above lodged with the Bank of England as a special London reserve	$1,378,461.53	
Rs. 5,000,000, Indian 4 per cent. Govt. Loan	2,194,776.50	
		3,573,238.03
Bills discounted, loans and credits		36,307,220.00
" receivable		54,75 5,645.31
Bank premises		693,047.03
Dead stock		114,177.59
		$104,843,030.46

Profit and Loss Account, 31st December, 1886.

Dr.

To amounts written off:—Remuneration to directors		$ 10,000.00
To dividend account:—$1.10 per share on 90,000 shares—$99,000 at 4/6		400,000.00
To dividend adjustment account:—Difference in exchange between 4/6, the rate at which the dividend is declared, and 3/3, the current rate of the day		140,835.44
To contingent account:—Amount set aside to meet losses		500,000.00
To balance carried forward to next half-year		25,313.43
		$1,082,148.87

Cr.

By balance undivided profits, 30th June, 1886	$111,760.34	
By amount of net profits for the six months ending 31st Dec., 1886, after deducting all expenses and interest paid and due	770,388 53	
		$882,148.87
By amount transferred from reserve for equalisation of dividends		200,000.00
		$1,082,148.87

Reserve Fund.

To balance on 31st December, 1886	$4,500,000.00
By balance on 30th June, 1886	$4,500,000.00

Reserve for Equalisation of Dividends.

To amount transferred to profit and loss account	$200,000.00
By balance on 30th June, 18 6	$200,000.00

M. Grote,
C. D. Bottomley, } Directors.
H. Hoppius,

John Walter, Acting Chief Manager.
H. M. Bevis, Chief Accountant.

We have compared the above Statements with the Books, Vouchers and Securities at th Head Office, and with the Returns from the various Branches and Agencies, and have found the same to be correct.

P. Ryrie,
F. Henderson, } Auditors.

Hongkong, 10th February, 1887.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The following is the report to be presented at the eighteenth ordinary meeting of shareholders to be held on the 22nd inst. at 12.30 p.m.

The General Managers have pleasure in presenting to the shareholders the 18th annual report of the company.

The business of the year 1885 has proved very satisfactory the accounts which are now finally closed show a profit of $262,200 after deducting from the revenue the sum of $42,890 34 carried to the reserve fund. With the approval of the Consulting Committee it has been decided to deal with the profits as follows:—

Bonus to shareholders on their contributions from 1st January to 31st December, 1885	$ 42,200	
Dividend of 127.50 per share on 8,000 shares	220,000	
		$262,200

With reference to investments on mortgages the General Managers and Consulting Committee are assured by the Surveyors' reports that the securities held by the company form an ample guarantee for the advances made.

Consulting Committee.—During the past year the Hon. C. P. Chater was invited to join the Committee and his election now requires confirmation. The other members, Messrs Bottomley, MacEwen, Sassoon, and Davis retire, but being eligible offer themselves for re-election.

Auditors.—In the absence of Messrs. A. Coxon and G. E. Noble the accounts have been audited by Messrs. G. S. Coxon and H. M. Bevis. The General Managers now recommend the appointment of Messrs. A. Veitch and G. S. Coxon as auditors to the company.

Jardine, Matheson & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.

Hongkong, 9th Feb., 1887.

Balance Sheet, 31st December, 1886.

Dr.

To capital account,—		
Paid-up capital on 8,000 shares at $50 per share		$400,000.00
To accounts payable,—		
Sundry accounts unpaid		18,638.03
To uncollected dividend accounts,—		
Balance of this account		6,007.96
To reserve fund,—		
Amount reserved from the profits of 1869 to 1885		1,000,000.00
To working account, 1885,—		
Balance from last account	$326,372 80	
Add sundry premia, &c. since collected	5,288.31	
	$331,661.20	
Less,—For appropriation to reserve fund	$42,190.34	
Losses and other payments	21,070.86	
Remuneration to Consulting Committee and Auditors	5,500 00	
	68,461.20	
Net profit for 1885		262,200.00
To working account, 1886,—		
Balance of this account		328,567.46
		$3,916,104.45

Cr.

By Bank accounts, Government bond, mortgages, etc.,—		
Hongkong and Shanghai Banking Corporation, current account	$11,824.29	
Hongkong and Shanghai Banking Corporation, deposit account	280,000.00	
Loans under deed of mortgage, etc.,—		
In Hongkong	$21,500.00	
" Foochow	59,000.00	
" Amoy	20,000.00	
" Shanghai	507,281.25	
" Yokohama	9,500.00	
Invested in bonds,—		
Chinese Imperial Government loan, 1881	28,624.22	
Chinese Imperial Government loan, 1884	185,000.00	
Shares in the China Fire Insurance Co., Ld.	137.00	
Cash in hands of General Managers	459.25	
		$1,943,226.00
By accounts receivable,—		
Balance of premium and interest to 31st December		63,443.35
By steam fire engine, No. 1,—		
Balance of this account		1,800.00
By steam fire engine, No. 2,—		
Balance of this account		4,500.00
By Yokohama steam fire engine,—		
Balance of this account		2,000.00
By Hankow fire engine,—		
Balance of this account		450.00
By Ningpo fire engine,—		
Balance of this account		80.00
By Amoy fire engine,—		
Balance of this account		200.00
By Swatow fire engine,—		
Balance of this account		400.00
		$2,010,104.35

Working Accounts, 1886.

To premium account—		
Balance of this account		$184,061.44
To interest account—		
Balance of this account		135,789.64
To transfer fees account—		
Fees collected during the year		54.00
To exchange account—		
Balance of this account		576.85
		$320,930.93
By charges account—		
Salaries of assistants	$8,000.00	
Salaries of surveyors in Hongkong and Shanghai	2,223.33	
Rent of offices	2,800.00	
Solicitors' retaining fees	283.32	
Stationery, printing, advertising, wages of shroffs, &c.	4,077.90	
		$17,394.55
By re-insurance account—		
Paid for re-insurance during the year		28,422.81
By account of losses—		
Paid for losses and claims		17,014.44
By fire brigade account—		
For one-half share of brigade expenses at Hongkong, and the branches, viz.: Shanghai and Yokohama		4,351.37
By commission account—		
For commission on Premia collected at Hongkong and the branches		23,179.79
By balance transferred as above		328,567.46
		$420,930.93

THE CHINA FIRE INSURANCE COMPANY LIMITED.

Report for presentation to the Shareholders at the eighteenth ordinary Meeting to be held at the Company's Offices, at three o'clock p.m., on Tuesday, the 22nd February, 1887.

Report.

The Directors have the pleasure to present the usual Statement of the Company's Accounts made up to the 31st December last:—

1885.—The Balance at Credit of Working Account, as per last Report, was $228,811 67

Deduct Dividend of $3.00 per Share paid in 1886 ..... $60,000.00

Losses and Claims under 1885 policies 22,051.91

Return Premia, &c., &c., ... 3,880.43 85,932.34

Balance of Profit ... $142,879.34

The Directors propose to deal with this amount as follows: $60,000 as a Final Dividend of $3 per Share (making $6 for the year); $37,079.34 as Bonus on contributions of premia by Shareholders, and the balance, $45,800.00, to Reserve Fund, increasing this account to $612,500, which it is hoped will meet with the approval of the Shareholders.

1886.—The result of this year's working so far is satisfactory, and the Directors propose to pay a First Dividend of $3.00 per Share out of the earnings.

Directors.—The Hon. P. Ryrie and W. H. F. Darby, Esq., retire from the Board by rotation and offer themselves for re-election.

Auditors.—Mr. J. Melville Matson having left the Colony, the Directors appointed Mr. Robert Lyall to act with Mr. J. H. Cox in auditing the accounts now presented. Both gentlemen are eligible for re-election.

P. Ryrie,
Chairman.

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BALANCE SHEET, 31st December, 1886.

Liabilities.

Capital Account ...		$400,000.00
Reserve Fund ...		612,500.00
Accounts Payable—		
Final Dividend for 1885 ...	60,000.00	
Bonus for 1885 and outstanding Accounts ...	45,877.57	
		105,877.57
Working Account 1886—		
Balance at credit ...		243,738.44
		$1,362,116.21

Assets.

Cash at Bankers ...		$17,013.32
Fixed Deposits at Banks ...		430,000.00
Invested in Bonds—		
Chinese Imp. Govt. Loan 1881. 34,124.97		
" " 1884 H. C. & E. 322,975.00		
		357,099.97
Loans on Mortgage—		
On Properties in Hongkong 276,200.00		
" " Shanghai 171,312.70		
		447,512.70
Mei Chun Li, Shanghai Property, (Foreclosed) ...		41,899.54
Hongkong Fire Insurance Co.'s Shares, ...		522.10
Furniture Account—		
Office Furniture, etc. ...		387.00
Fire Engine Account—		
Steam Fire Engine at Shanghai, etc.		3,470.60
Accounts Receivable—		
Premia due for re Agencies, Interest due on Deposits and Investments, etc.		44,301.88
		$1,362,116.31

WORKING ACCOUNT, 1st Jan. to 31st Dec., 1886.

Dr.

To Charges Account—		
Rent, Salaries, Legal and Surveyors' Fees, Stamps, Stationery, etc., etc. ...	$16,880.58	
Directors' and Auditors' Fees ..	7,250.00	
		$24,130.58
To Fire Engine Working Account—		
Half Cost of Maintaining Steam Fire Engine and Volunteer Brigades ...	..	5,004.77
To Commission Account—		
Agents' Commissions ...	..	13,850.07
To Losses Account, 1886—		
Claims accruing to this year paid	..	14,890.29
To Amount Written Off—		
Furniture Account ...	41.00	
Fire Engine Account ...	381.60	
Balance due from Martin, Dyce & Co.'s Estate ...	115.74	
		540.34
To Balance ...	..	243,738.43
		$ 302,163.49

Cr.

By Premium Account—		
Net amount of Premia collected	$224,062.41	
Less Re-Insurances ...	6,012.07	
		$ 218,050.34
By Interest Account—		
Amount at Credit, including Interest due on Fixed Deposits, etc. ...	..	79,444.38
By Exchange Account—		
Amount at Credit ...	..	4,161.38
By Transfer Fee Account—		
Amount at Credit ...	..	507.39
		$ 302,163.49

E. & O. E.

JAS. B. COUGHTRIE,
Secretary.

We have examined the above Statements with the Books and Securities at the Head Office, and have found the same to be correct.

JAMES H. COX,
R. LYALL, } *Auditors.*

Hongkong, 12th February, 1887.

TRINITY CATHEDRAL SHANGHAI.

Trustees' Report and Statement of Account for the year ending 31st December 1886, to be submitted at the annual meeting on the 1st March 1887.

The Trustees are glad to be able to report a continued improvement in the financial position of the Cathedral. The balance due to the Agra Bank, Limited, appears in the accounts at Tls. 2,081.69, against Tls. 881.02 in last year's statement, but the sum of Tls. 1,935.69, due to the Tower and Spire Fund, has been withdrawn from the General Account and placed on yearly deposit with the Agra Bank, Limited.

The Expenses for the past year have been unusually heavy on account of the cost of passages for the Rev. F. R. Smith, the Rev. H. C. Hodges and Mr. Fentum.

FRED. H. BELL,
J. J. KESWICK,
J. WELCH, } *Trustees.*

Shanghai, 17th February 1887.

The account of the Treasurer and Trustees of the British Episcopal Church Establishment at Shanghai for the year ending 31st December 1886.

Dr.

Jan. to Dec.—	Tls.
To Pew Rents ...	3,506 39
" Rent of Main Guard ...	200.00
" " Land leased for widening Kiangse Road ...	150.00
" Rent of Foreign and Native property ...	3,566.77
" Collections on Easter and Christmas day ..	556.86
" " " Advent Sunday ...	225.68
" Balance due The Agra Bank Limited ...	2,081.69
	Tls. 10,319.39

Cr.

Jan. to Dec.—	Tls.
By Balance of last account ...	881.02
" Chaplain's Stipend ...	2,750.00
" Organist's Salary ...	64.00
" Tower and Spire Fund ...	1,935.69
" Paid Church Missionary Society amount of Collection on Advent Sunday ...	225.68
" Incidental Expenses ...	3,430.05
" Interest paid to the Agra Bank, Limited ..	103.19
" Interest paid to Opium Refuge Fund ...	433.16
	Tls. 10,319.39

Liabilities. Tls.

Loan on Mortgage from Opium Refuge Fund @ 5% ...	5,684.50
Due the Agra Bank, Limited ...	2,081.69
Tls.	7,766.19

The Tower and Spire Fund.

	Tls.
Balance of last account ...	1,915.23
Interest to 19th March 1886 ...	20.46
Tls.	1,935.69

Audited and found correct.
W. C. WARD,
Shanghai, 11th February 1887.

Amusements.

SHANGHAI ART SOCIETY.

If Amoy had not come to the assistance of Shanghai this month, what is a not overfull exhibition of the Art Society would have been a very meagre one; even with that assistance, there are only eighteen pictures altogether, and one of these we seem to have seen before, while two of them, a sufficiently good pair of crystaleum portraits (No. 9), and a rather melancholy painted photograph (No. 10) are a somewhat mechanical form of art. The talented designer of the recently published not very happy illustrations of some of the Analects of Confucius heads the catalogue with a portrait of her husband, the worthy British Consul at Amoy, Mr. C. F. R. Allen (No. 1). As a portrait it is excellent, the artist not having sacrificed to sentiment any of that stern devotion to truth, which should be the first aim of the portrait-painter. As a composition it can hardly be considered a success, the white clothes necessary in a tropical climate spoiling the effect of the portrait as a picture; the painting of the hands too, a very great difficulty in any case, being somewhat rough. The pen-and-ink sketches of life at Amoy (No. 2) are vigorous and amusing; and in the miniature of Edmur Allen on ivory, the difficulty of the material employed is very fairly surmounted. No. 4, A Rough Sketch of a Chinaman, is very good as a sketch, the face being unusually well painted. In No. 5, L'Amour en Vacances, enlarged from the photogravure in the *Figaro Salon*, the drawing as a whole is excellent, the Cupid being almost faultless, but the face of the girl, which is the chief charm in Aubert's fascinating picture, is not quite in drawing, and her drapery is heavy. Our leading water colourist sends two contributions, both marked by the bold handling and exquisite feeling for colour that distinguish this artist; the Chinaman (No. 6), from the same model as No. 4, is a masterpiece of rapid and certain execution, while No. 7, Canterbury Bells, is simply delightful; from a distance it is a charming composition, and though the painting is broad, it bears close inspection. No. 8, At the Hills, is fairly well drawn, but dismally coloured, and what colouring it has, is entirely killed by the brilliant blue robe in No. 6. No. 11, a Copy of a Scene on the River Dee, North Wales, has a fatal smoothness and conventionality; but No. 12, View near Callander, N.B., after Hall, is far and away the best piece of work that this artist has yet exhibited. The general effect is excellent, but the critic would complain that the water is too slaty, and the lights and shades put in with so little consideration, that the hills in the middle distance have no solidity. A copy of Wild Roses (No. 13) is very pretty, though the texture of the flowers is somewhat waxy. Nos. 14 and 15, Plums and Peaches, are a little hard and flat; the bloom on the plums is well done, and the foliage is excellent in both. No. 16, a sketch of the s.s. *Indus*, appears to be extremely accurate, and the background of islands and the sky are capital. The flowers on the four fans that make up No. 17 are very good, but the colouring especially of the backgrounds is pasty and rather dusky. The best of the oil-colours exhibited, No. 18, comes last. We may use Goldsmith's celebrated criticism, that it would have been better if the artist had taken more pains, for the shadows on the water are careless, and the sky is quite too green. There is constantly a green tint in the sky at sunset near the horizon, but it never extends so far towards the zenith as it does in this picture. The season is rapidly coming on when out-of-door sketching from nature is possible again, and we trust that the next exhibition of the Society with shew that its members appreciate this, and that the longer hours of daylight will result in a longer catalogue of exhibits. There are enough pictures here to shew that it is the will or leisure, not the talent, that is wanting in our artists.

S. P. H. C. HANDICAP.

For this event, which came off on Saturday, 39 ponies were entered, and 24 of the number started. The course was similar to last year's, and the distance six miles. The ground was in good going order and a smart race resulted.

The favourites were *Cruiser*, *Dunnotter*, *Winter Cherry*, and *Juno*. The time allowance was slightly in excess of last years when *Montezuma* won from scratch, and judging from the running on Saturday, the opinion of the Stewards was fully confirmed that it was not too much. When crossing the raise Jessfield line, about ten ponies were in a cluster including the two favourites from scratch; on reaching the Island *Dunnotter* held the premier place, but shortly afterwards Mr. Head on *Holborn* pressed forward, passed him, and led by about a hundred yards or so; at the reed jump immediately before reaching the back Rubbling Well Road, he had one of his usual tumbles, picked himself and pony out of the ditch, and had just time to cross the finishing jump (the last of Daly's cuts) in front of Mr. Perrott on *Dunnotter*—this pony refused, and allowed Mr. Hart Buck on *Juno* to take second place, and Mr. Smith on *Buttercup* was third.

A gentleman whose name figures in the list of two-minute men, mustered just sufficient courage to join in at the extreme end of the run, and take the final jump—an unwarrantable intrusion which either wisdom, or good taste should have taught him to avoid.

Mr. Head's was a decidedly popular win with both riders and spectators, the latter being fairly numerous at both the start and the finish.

Correspondence.

LEGALIZATION OF AMERICAN INVOICES.

The following correspondence has passed between the Chamber of Commerce and the United States Consul-General:—

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SHANGHAI GENERAL CHAMBER OF COMMERCE

Shanghai, 14th Feb., 1887.

SIR,—Referring to the interviews I have had the honor to have with you regarding the legalization of Invoices, and to the explanation you were good enough to furnish me of your view of the recent notification relative to the same; I beg to inform you that the subject was discussed at the meeting of the Committee of this Chamber this afternoon and I was requested by my colleagues to submit their views upon the matter to you.

With regard to the first clause, the Committee understand it as you do, as they do also the 2nd clause, and note with regard to it, that when the cost of transportation to the port of shipment is not known, it will be sufficient to so state.

Of the 3rd clause the Committee do not take exactly the view you do, but deem the "cost of shipment" to mean the total amount after the cost of transportation, when known, is added to the cost at the original port. When the cost of transportation is not known—then the cost at Shanghai alone is the cost of shipment—as per clause 1st.

The 4th and 5th clauses the Committee understand as you do and are obliged for the enumerated items to be filled in under these clauses.

The Committee however ask to be allowed to make the following observations on the whole question.

As the certifying of Invoices of duty-free articles, such as Tea and Silk, which constitute the great bulk of the exports to the U. S., has always been deemed by the merchants to be a regulation for which—so far as they could see, there was no good reason, and as it involved not only a great deal of extra work and expense without an adequate advantage to any one, but also a great deal of trouble and inconvenience at the port of destination if the certified Invoice got delayed or miscarried, the Committee would ask your good office in placing these facts before the proper authorities in the United States with the object of obtaining if possible the exemption—at least of duty free goods—from the necessity of having the invoices certified to.

With regard to merchandize subject to duty they would earnestly request that every charge in the way of commission—packing, insurance, brokerage, &c., might be all put under one general heading of charges (the Consular fee being separately stated) but if this cannot be allowed, then they would ask that the shippers should not be required to state them more in detail than is the general rule at present (this also to apply to duty-free goods in the event of these not being exempt altogether from certification), viz: that to the cost of the merchandize should only be added under the head of charges, the following:—

Packing, matting, shipping, &c.
Insurances (marine and fire.)
Commission (including brokerages.)
Petties (including Telegram, postage, &c.)
Freight.
Consular Certificate.

The amount set opposite each line to comprise all charges under that heading.

The Committee understand that until you receive further instructions from the U. S., invoices made up in accordance with the above will meet all requirements.

The Committee are not aware of any reason why all the charges except that of the Consular fee, should not be stated in the invoice in one lump sum under the head of "charges" and it is this mode that they would most strongly urge upon the consideration of the U. S. Government.

I have the honor to be,
Sir,
Your obedient servant,
JOHN G. PURDON,
Chairman.

General J. D. KENNEDY,
U. S Consul-General, Shanghai.

The following is the explanation referred to above:—

Explanation to order relative to Consular Invoices dated December 16th 1886.

1.—"Market value" I understand to mean cost at Shanghai.

2.—"The cost of transportation to the port of shipment." In many cases this will be unknown and will have to be so stated.

3.—"The cost of shipment." This probably means freight charges. If freight is payable at port of destination and rate is unknown.—State so.

4 5.—These paragraphs I take to refer to all charges connected with preparing for shipping, etc. The following items are suggested.

CHARGES:

Rattans, Matting, Storage, Boat hire and Shipping.
Fire Insurance, Marine Do.
Telegrams, Freight.
Petties, Postage and Wharfage Dues.
Consular Certificate, Commissions.
Bill Brokerage etc.

J. D. KENNEDY.
Consul-General

Shanghai, Feb., 9th 1887.

UNITED STATE CONSULATE GENERAL,

Shanghai, Feb., 18th 1887.

SIR,—Your communication of the 14th instant, expressive of the views of the Chamber of Commerce in regard to the invoices for shipment of merchandise as provided by a Circular instruction of the Department of State at Washington dated December 16th last is received.

I thank you for your very full and explicit statement of views and will submit your communication to the Department of State and recommend the adoption of the suggestions.

It will always afford me great pleasure to have the views of so able and influential a body on all subjects connected with trade relations of the United States, and China, and it will afford me equal pleasure to co-operate with you, in bringing about, so far as I can, as much harmony and reciprocity as possible in relation thereto. Until I receive instruction to the contrary, the construction of the Circular as embodied in the form given will be followed, and I shall be pleased to furnish a copy of same to any merchant who may desire it.

I have the honor to be,
Sir,
Your obedient servant,
J. D. KENNEDY,
Consul-General.

JOHN G. PURDON, Esq.,
Chairman of the Shanghai General Chamber of Commerce.

SHANGHAI GENERAL CHAMBER OF COMMERCE,

Shanghai, Feb., 19th 1887.

SIR,—I have the honor to acknowledge the receipt of your favor of 18th instant, and on behalf of the Committee of the Chamber I beg to thank you for the courteous compliance with their request to forward their views on the matter of certifying invoices for the U.S., to the Department of State; and for the assurance that those views will be supported by your recommendation.

Assuring you of the Chamber's appreciation of your desire to co-operate in all movement tending to the furtherance of trade.

I have the honor to be,
Sir,
Your obedient servant,
JOHN G. PURDON,
Chairman.

General J. D. KENNEDY,
U.S. Consul-General.

AMERICAN INVOICE CERTIFICATES.

The following correspondences has been handed to us for publication. In addition to these letters two others were addressed by the same firm to the Chamber regarding the calling of a meeting of the whole members of the Chamber of Commerce, which it has not been thought necessary to publish:—

Shanghai, 10th Feb., 1887.

SIR,—We enclose a copy of a recent Notification by the U. S. Consul-General relative to Invoice Certificates, which is of a highly vexatious character and against which we are therefore of opinion the Chamber should immediately raise a protest.

The points to which we object are:—

Firstly, that the Exporter is called on to state the market value of the Merchandize in the principal markets of the country, which we contend is, apart from the vagueness as to which markets come under the designation 'principal,' a very unreasonable enactment, seeing that all it concerns a merchant to a rule to know is what the price of an article may be in the place in which he does business.

Secondly, that the cost of transportation to the port of shipment is to be stated, which is actually a matter of impossibility to do, seeing that produce finds its way here by a great diversity of channels while 'Lekin' and other 'squeezes' thereon have always been held to constitute an 'unknown quantity.'

We would observe with reference to both these points, that we utterly fail to see why the merchant should be put to the trouble of collecting such statistical information for the U. S. Government, who, if it be of any value to obtain, should let the burden of supplying it rest on its Consular Officers.

Thirdly, that the utmost possible detail is now required as to Packing and Shipping Charges, Insurance, Brokerage, Commission, Discounts, &c., which we view as a most inquisitorial and unwarranted order, which might have very prejudicial effects if the private conditions of one's business were to become known to competitors through some underling in the U.S. Customs being willing to communicate the same for a pecuniary consideration, a proceeding which, from what we can gather of the *status* of American Customs officials, is by no means unlikely one.

Fourthly, we most strongly object to the immense amount of clerical labour the new order carries with it, which, in the case of firms doing a large trade with America, will wholly take a clerk off doing any other work. The old form of Invoice, three copies *viâ* Canal or four *viâ* San Francisco, with a corresponding number of declarations as to port of entry, was already sufficiently irksome, but when it comes to have to write out all the details which are now required so many times over, a limit comes to one's endurance. The matter is additionally vexatious from the consideration that apart from the paltry amount of fees the whole system, while so full of inconvenience to merchants, does not advantage the U.S Government in the slightest degree. Thus take the great staple of this port, tea, it is duty free so that there can be no question of smuggling, while even if a duty existed the bulk and nature of the packing would suffice to prevent its entering the country without the the knowledge of the Customs. The entire system of certificates is then so utterly useless while such an exceptional interference with trade as to be wholly unworthy of a great nation like America. Certainly no other first class State has any such regulation. As we think then we have shown it to be a decided abuse, we are of opinion that the Chamber should exert itself to have it remedied, and with this object in view we should be glad if

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you would call a special meeting of the members to discuss the question.

We are, Sir,
Your obedient servants,
HYDE, HERTZ & Co.

The CHAIRMAN,
Shanghai Chamber of Commerce.

Shanghai General Chamber of Commerce,
Shanghai, 10th February, 1887.

DEAR SIRS.—I have to acknowledge the receipt of your letter of this date addressed to this Chamber regarding the recent notification of the U. S. Consul-General relative to the legalisation of Invoices of Merchandise exported to the United States which will be laid before the Committee in due course.

In the meantime I am directed by the Chairman to suggest that you put yourselves in communication with the U. S. Consulate Officials when, he believes, you will find the new regulation not at all of the vexatious character you now consider it. The Chairman is also of opinion that the Committee will decline to discuss the questions you raise as regards the uselessness of the regulation and its being unworthy of a great nation; or the assumed venality of the U. S. Customs Officials.

I am, Dear Sirs,
Your faithfully,
(Signed) GEO. R. CORNER,
Secretary.

To Messrs. HYDE, HERTZ & Co.
Shanghai.

Shanghai, 11th February, 1887.

SIR,—In reply to your letter of the 10th inst. acquainting us with the the advice of the Chairman, that we should make a direct communication to the U.S. Consul-General respecting the legalisation of Invoices, when the new regulations might be found to be of a less vexatious character than we had supposed, we beg to state that we had already taken this step, but without thereby attaining the result you point to, the Consul-General informing us that he is bound to insist on a *strict* compliance with the Order, and it was in consequence of this intimation that we have sought the Chamber's intervention.

With reference to your announcement on behalf of the Chairman, that while our complaint will will be laid before the Committee in due course, he is of opinion that no one will be lent to what we have stated as to the complete uselessness of the entire system and it's being unworthy of any State having pretensions to first class rank, as also the contingency of the private conditions of business becoming known to one's competitors through the venality of some underling in the U. S. Customs, we must hereby call on yourself to represent to the Chairman from ourselves that, with all due respect for his Office, we are of the clear opinion that he has no right whatever to prejudice our case, as he would be doing, by seeking to debar a full discussion of these points, as they have a most distinct bearing on the subject and therefore decidedly come within the province of the Chamber to duly consider.

We would ask then that this letter be laid before the Committee.

We are, Sir,
Your obedient servants,
HYDE, HERTZ & Co.

To GEO. R. CORNER, Esq.
Secretary,
Shanghai Chamber of Commerce.

S. G. Chamber of Commerce,
Shanghai, 15th Feb., 1887.

GENTLEMEN.—Referring to my letter of 12th instant, I have to inform you that the Committee of the Chamber at their meeting yesterday afternoon considered among other matters, the correspondence you have sent in regarding the recently published notification from the U.S. Consulate-General relative to the certifying of Invoices of Merchandize to the U.S. I am directed to communicate to you the unanimous opinion of the Committee that the letters received from you, particularly those of 10th and 11th instant, are couched in very objectionable language.

With regard to the subject matter of the correspondence I am to inform you that steps had been taken on the first appearance of the notification to learn from the U.S. Consular Officials, whether it was expected the new regulations were to be literally carried out, as it was evident that in some instances compliance with the strict reading would be almost if not altogether impossible. It was ascertained that with some additions to the items now generally specified in Consular Invoices, with the statement that others required by the notification were unknown; the Invoices would for the present receive the proper legalization; and that the Consul-General would be happy to hear and forward to the State Department any observation the Chamber or Merchants shipping to the U.S. might wish to make.

Under these circumstances the Committee deem it not necessary to call a general meeting, as they are in correspondence with the U. S. Consul-General on the subject the result of which will be duly communicated to the members.

I am, Gentlemen,
Your obedient servant,
(Sigd.) GEO. R. CORNER,
Secretary.

To Messrs. Hyde, Hertz & Co.,
Shanghai.

Shanghai, 15th February, 1887.

SIR,—We are in receipt of your communication of this date, acquainting us with the result of the meeting of the Committee yesterday.

We regret to learn that the Committee were of the opinion, and instructed you to convey such in the form you have adopted, that our letters, more particularly those of the 10th and 11th inst., are couched in "very objectionable language." We think that in ordinary fairness to ourselves they should have directed you to bring to our notice any passages to which they took exception, as if you had been able to convince us of any impropriety in the same, we should have been most anxious to retract them. As it is, we can only state that after a careful perusal of our several letters, we are unable of our own accord to discover a single expression which is wanting in courtesy to either the Chairman or the Committee or either to the U S. Government.

The nature of the abuse, which we sought to have remedied at the hands of the Chamber, was such as required very plain speaking to make it clear how greatly and unnecessarily commerce with the United States is interfered with, but we fail to see why the Committee should view this in an offensive light. It does not seem that our accuracy in describing the condition of things is at all contradicted.

We take note that the Committee do not think it necessary to call a general meeting, but have been and continue in correspondence with the U.S. Consul-General on the subject of our complaint.

We are, Sir,
Your obedient servants,
HYDE, HERTZ & Co.

GEO. R. CORNER, Esq.,
Secretary,
Shanghai Chamber of Commerce.

THE CUSTOMS' LEKIN NOTIFICATION.

The following additional correspondence between the Chamber of Commerce and the Consular Body is published for general information:—

SHANGHAI GENERAL CHAMBER OF COMMERCE,
Shanghai, 18th Feb., 1887.

SIR,—I have the honor to acknowledge the receipt of your letter of 3rd instant and while thanking you for the information it contains, the Committee of this Chamber regret that the question asked in my letter of 1st instant, viz.: whether in your opinion they are correct in their reading, as therein set forth, of the meaning of the 7th clause of the Customs' notification 261, remains unanswered.

The Committee are of opinion that while the clause is still unwithdrawn, it is not satisfactory to the mercantile community to learn only that it is not likely to be given that meaning; it would have been satisfactory could they have had the opinion of the Consuls as to whether it is competent for the Commissioner of Customs to issue such a notification without being accompanied with the sanction of the Foreign Representatives. I may add that the Committee cannot conceal their apprehension that the expression in your letter of the belief that it is not the present intention of the Local Authorities to interfere with the existing usages and regulations affecting the removal of Duty-paid Opium within the Settlement, may be construed by those Authorities, and others, to tacitly admit that they can interfere if they so wish, and therefore with the regulations regarding any other duly imported merchandize. While the question of such interference in of very great importance—and one which the Committee trust will be satisfactorily settled by the instructions you are expecting to receive at an early date from Peking—there is an equally important one to which they would call your especial attention—viz—the retroactive bearing the notification of the Commissioner of Customs gives to the Additional Article to the Chefoo Convention. The Committee deem it almost impossible that the regulations laid down in that Article were ever intended by the English Government to apply to Opium which had been duly imported prior to the time fixed upon for those regulations to come into force. The Committee believe it to be a universal rule among Western Governments that all goods arriving in their ports and legally landed before the date fixed for a change in the revenue laws, are always exempted from the operation of such changed laws and they cannot believe that it was the intention of the British Government to depart from this rule in this instance.

I would therefore on behalf of the Chamber respectfully request that you would place these views before the Foreign Representatives at Peking and obtain their views as to whether the Commissioner of Customs is authorized in applying the regulations in the Additional Article to the Chefoo Convention to Opium that had been legally imported before the 1st February 1887.

I have the honor to be,
Sir,
Your obedient servant,
JOHN G. PURDON,
Chairman.

P. J. HUGHES, Esq.,
H.B.M.'s Consul-General
and Senior Consul,
Shanghai.

H. M. CONSULATE GENERAL,
Shanghai, 21st Feb., 1887.

SIR,—I have the honor to acknowledge the receipt of your letter of the 18th inst. on the subject of the 7th clause of the Customs Notification No. 261.

I have acquainted my colleagues with the contents of your letter and am forwarding a copy of it to the Doyen of the Diplomatic Corps at Peking.

With reference to the observations which you make on the terms of my letter of the 3rd inst., it is due to your Committee to explain that the question, which, as you say, was left unanswered by me, was considered by the Consuls subsidiary to the main question put in your letter of the 1st inst., namely, whether the Customs

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regulation upon which you commented had the sanction of the Foreign Representatives at Peking. To this question I replied that the Consuls were not aware that the regulation as published had this sanction. In other words, we had no definite instructions regarding it, and in the absence of instructions it was not possible to throw any fresh light on its meaning, which although it might bear the construction given in your letter, has not in practice been so interpreted by the Customs Authorities.

I hope to have the pleasure of communicating to you at an early date fuller and more satisfactory information, but I may at once assure you that there was nothing in my former letter which was in the least intended to imply that a regulation affecting Treaty rights could be valid or binding upon foreigners in this country without the sanction of the Representatives of their respective Governments.

I have the honor to be,
Sir,
Your obedient servant,
P. G Hughes,
H.B.M's Consul-General and Senior Consul.

John G. Purdon, Esq.,
Chairman,
Shanghai General Chamber of Commerce.

Shanghai General Chamber of Commerce,
Shanghai, 22nd Feb., 1887.

Sir,—I have the honor to acknowledge the receipt of your letter of 21st inst., which has been laid before the Committee of Chamber and I have to thank you for the full and courteous reply to my letter of of 18th inst.

I have the honor to be,
Sir,
Your obedient servant,
John G. Purdon,
Chairman.

P. J. Hughes, Esq.,
H.B.M.'s Consul General and
Senior Consul.

Miscellaneous.

A TALE OF OLD SHANGHAI.

On the 9th instant, we gave publicity to a letter from a man named Johnson in the United States, relative to a robbery of treasure committed on board a junk in, as he says, 1864, on the Shanghai river. It is probable that he was mistaken as to the date, and that the treasure was stolen in 1861.

The following are some particulars, more or less correct, of a robbery which took place that year on the Yangtsze not many miles from Woosung. In 1861 the T'ai-ping Rebels were in force on the Yangtsze, and the Imperialists tried every expedient to save what money and valuables they had. One lot of treasure, consisting of many boxes of gold and silver was put on board a junk at Nanking, for the purpose of being sent to Shanghai. The Rebels never interfered with foreigners, therefore two Englishmen and a French Canadian were engaged to go on board the junk to Shanghai, in order to protect it by their presence. On arriving at a certain spot, the exact locality of which appears to be known only to the man Johnson, that is if the present case is the one he refers to, the junk came to anchor up a creek some distance from a town. It was either China New Year, or there were some festivities going on, probably a theatrical performance, and the Chinese captain, the compradore and some of the crew asked the foreigners to allow them to go on shore and participate in the festivities. Consent being given, away the men went. Soon after this, the remainder of the crew, wishing to go and enjoy themselves, went and asked the foreigners to allow them to go ashore too, promising to return before the others, so that it would not be known they had been away. They were told they might go and they did so, returning before the first party came back. The foreigners thus had the junk all to themselves, and they made full use of their opportunity, for they opened the hatches, and having taken out seven boxes of gold and some silver, buried it in the ground at some distance from the junk. Having finished the job, they returned to the junk; in the morning all the crew came back, and none were the wiser. They then sailed for Shanghai where the treasure, consigned to a native silk hong which still has a place of business in the Settlement, was missed. Enquiries having failed to elicit any information as to its whereabouts, the crew were arrested, taken into the city and tortured to make them confess. Of course, as the men knew nothing about when or where the robbery was committed, they were unable to give any information as to where it was concealed, till one of the victims smarting under his blows, suddenly remembered that the junk had been left in the charge of the three foreigners on a certain night. The foreigners were arrested, but as no one saw them steal the money, they were released, though we believe they were watched. After a time, the two Englishmen thought they would cheat their late confederate, and divide the money between themselves. The French Canadian did not know the other two were plotting against him, but this did not prevent his endeavouring to secure the money for himself. Consequently each party, unknown to the other, set out for the place where the treasure was buried, but the two Englishmen had not gone far, before they were chased by a man-of-war's boat. In their fright, they threw overboard some spades, and if it had not been for the handle of one of the spades sticking up above water, the two men might have been allowed to go free, but the officer in command of the man-of-war's boat suspecting something was wrong arrested the two men and took them on board the man-of-war, where one of them, after abusing everybody on board, was hanged as a pirate. The other was brought to Shanghai and locked up. The third man who either saw or heard what had happened to the others, came back to Shanghai where he was again arrested. After a time the Englishman died, and the French Canadian on giving what he said was the correct position of the treasure, was released, and he soon put a safe distance between himself and Shanghai. One account says he did not leave of his own will, but that he was deported. Be that as it may, the description of the locality was a false one. He was afterwards negotiated with by two foreigners in Shanghai in 1873, they offering to pay all his expenses if he would come over here. But he was afraid, though he described the locality to one of the foreigners who went to the place where he was living. This party returned to Shanghai and made a search but without success, a similar result attending the efforts of several other expeditions.

We give the above, but we do not guarantee the actual correctness of the statements, because the circumstances occurred so long ago, and we believe no record of the affair appeared in the newspapers of the day. The value of the gold is said to amount to over Tls. 80,000. We may add that one of the searching parties got so close to the locality of the hidden treasure that they found near Lao creek, thirty-three miles from the Red Buoy, a tree in which some nails were imbedded. These nails were placed there by the men who buried the treasure. As the other marks, some joss house poles, had disappeared, the treasure could not be found, though searching rods were used. While one of these rods was being driven into the ground, it struck something hard. The searchers dug at this spot and found, not the treasure, but a coffin. The expedition was away twenty-one days.

A TRIP IN THE "PETROLEUM."

Some time ago we mentioned that the C. & J. Trading Co., Ld. were importing a marine engine to burn kerosene. This engine has since arrived and has been fitted into a launch which was built by Boyd & Co. expressly for it. This launch is 27 feet long, with 5 feet 8 inches beam, 2 feet 8 inches deep and a draught of 22 inches. We have since been on a short trip in this launch called the *Petroleum*, the engine of which drives an 18 inch propeller. It is a Shipman automatic steam engine manufactured by G. M. Cruickshank of Providence, Rhode Island, and is three horse power. It takes up very little room, not so much space as is occupied by a couple of tea chests, one on top of the other. The boiler, which is full of tubes in which is the water, is made of wrought iron. There are two furnaces, if such they may be called, as they are simply tubes into which are blown the flames which heat the water. These flames, are formed by a spray of kerosene projected through the flame of a common oil lamp, into the furnaces, causing an intense blast of fire. There is a diaphragm, a kind of safety valve, which automatically regulates and controls the steam pressure, the fire also being regulated by it and it does this in the following manner. As the pressure of steam rises in the boiler to the point at which the diaphragm has been set, the latter is gradually raised, carrying with it a valve which automatically cuts off the passage of steam to the atomizers or spray diffusers, and thus reduces the fuel supply. Consequently there being only a small supply of kerosene projected into the furnaces, when there is a certain amount of steam, the flame is small so that the steam is maintained at the required pressure. As the pressure is taken off, the valve is again released which causes an increased spurt of oil into the furnaces and the steam goes up again, the action being very rapid. We had a practical illustration of this during the trip, for the steam having been allowed to run down, it jumped up from 40 lbs. to 110 lbs. in two minutes, and at that it remained through the agency of the diaphragm. The water supply is automatic, there being a float in the tank. This float is connected with a rod which opens and closes a valve, thus increasing or cutting off the supply of water to the feed pump, as required.

As we stated above, the fuel used is kerosene, which owing to combustion, leaves little or no smoke, so that the furnaces do not require to be cleaned. From one, to one and a half gallons of oil will drive the engine for one hour, while a person with very little experience can attend to it satisfactorily. The boiler is cased in a jacket of sheet iron lined with asbestos felting which keeps the heat inside the boiler. The engine has a single cylinder, 3 inches in diameter, with a stroke of 5 inches. The exhaust steam is condensed and returns into the water tanks, of which there are two, one on each side of the boat, and a pipe connects them at the bottom, so that there is always the same quantity of water in each tank and thus the boat is always in trim. On our trip, the run was from the C. & J. Trading Co.'s jetty to the "Point," a distance of about six miles; this was accomplished in one hour, practically against the tide.

The Shipman engine can be used for all manner of purposes, and is perfectly safe from explosion.

THE "GLENROY" IN A GALE.

Chief Officer and two Men washed overboard.

Captain Richard Webster, master of the British steamer *Glenroy*, which arrived this morning from home and Singapore en

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route for Japan, sends us the following report of a severe gale which he experienced in the Bay of Biscay and of a disastrous accident which occurred during the height of the gale:—

Left London, on Dec. 24th. Weather then very wet and cloudy, with wind from S.W. and blowing strong. At 4 30 p.m. anchored at the Nore. 11 p.m. same day, weather clear and wind N.W., got underweigh and proceeded on our voyage. Dec. 25th, 4 30 a.m., landed pilot at Dover. Weather fine and clear. During the afternoon the wind backed again to S.W. and began to blow. Dec. 26th, 8 a.m., bar. 30in., ther. 57°, steering W.S.W.; weather thick and rainy with wind from S.W., blowing a fresh gale, with high S.W. sea. Surprised at such a high reading of the barometer, during such weather, and kept watching it attentively. At 9 a.m. it had fallen one tenth, and continued falling at the rate of one tenth per hour. At noon, we were in a position by acc. of 48° 58' N. lat. and 5° 11' W. long.; barometer then 29in. 50. At 3 p.m., I had the lowest reading of the barometer 29.30 in., that is, seven tenths of an inch lower that at 8 a.m. It may have been lower, but I did not see it, as I was not again in the chart room till 8 p.m., when it then registered 29 80in. At 3 p.m., the wind shifted with a terrific burst to N.N.W. and continued to blow with great violence. Thus we had the former higher S.W. sea on our port bow, and the rising N.N.W. sea on our starboard beam, causing the ship to roll and labour heavily, and giving the sea a most ominous appearance. The engines were working dead slow, and the ship was brought to head W.N.W., having the sea on the starboard bow. In this position we did fairly well, but about 5.30 p.m., the wheel chains parted, and the ship fell off into the trough of the sea, which did a considerable amount of damage. In trying to secure the rudder, which was swinging about with every sea, the first officer, and two of the men, unfortunately, lost their lives. Nothing could be done for the unfortunate men, as the ship was labouring in such a manner, that no one could stand on deck or do anything to get a boat out, even if it could have lived in the sea at the time. In addition to this loss we had six men disabled, two very seriously. One was left in hospital at Port Said to have two fingers amputated from his left hand, and the other had a rib broken, and other internal injuries. On account of the darkness, it was next to impossible to get the chains connected, and the ship lay all night unmanageable. At daylight the wind and sea had somewhat gone down, and we then managed to secure the rudder until the chains were connected.—*China Mail*, 12th Feb.

Law Reports.

H.B.M.'s SUPREME COURT.

IN ADMIRALTY.

Shanghai, 17th February.

Before Sir R. T. RENNIE,
Chief Justice.

And

Capt. ROSS, R.N. *Benalder.*
Capt. JACKSON, R.N. *Paumben.* } *Assessors.*

THE "NEPAUL" "WAN-NIEN-CHING" COLLISION.

The hearing of the case arising out of the recent fatal collision between the P. & O. s.s. *Nepaul* and the Chinese transport *Wan-nien-ching* came on for hearing this morning. The Tao-t'ai occupied a seat on the bench, and the Court was nearly filled with Europeans and natives.

His LORDSHIP having taken his seat,

Mr. DRUMMOND said—I appear with my friend Mr. Latham for the plaintiffs.

Mr. WAINEWRIGHT—I appear for the defendants.

Mr. LATHAM—May it please your Lordship, the petition on behalf of the owners of the *Wan-nien-ching* is as follows: —

William Venn Drummond, Counsel for the plaintiffs in a cause of damage instituted on behalf of His Excellency Liu Ming-chuan, Governor of Formosa, owner of the steam vessel *Wan-nien-ching* and on behalf of her master crew and passengers and the owners of the cargo laden on board the said ship against the British steamer *Nepaul* her tackle apparel and furniture and against the Peninsular and Oriental Steam Navigation Company owners of the said steamer *Nepaul* intervening says as follows :—

1.—The *Wan-nien-ching* was a screw steamer and was at the time of collision hereinafter mentioned manned by a crew of forty-three hands all told, and was also carrying a supercargo and staff numbering seventeen or thereabout all told, and from 250 to 300 passengers. She was on a voyage from Keelung in Formosa to Shanghai with a cargo of 350 tons or thereabouts of Coal and some money the amount of which is not yet ascertained.

2.—On the 20th day of January 1887 at about 6 a.m. the *Wan-nien-ching* was lying at anchor near the mouth of the river Yangtsze. The tide was about half flood and the wind was west north west, a moderate breeze. The *Wan-nien-ching* was veering about to the wind and tide. She had two riding lights properly fixed and burning brightly and a good look out was kept.

3.—At a few minutes past 6 a.m. there was a fog on the water a steamer's whistle was heard on the starboard beam. Such whistle was heard once only. The *Wan-nien-ching* immediately replied by whistling rapidly several blasts in succession which were continued almost up to the time of the collision hereinafter mentioned. Within a few seconds (say 15 or 20 seconds) after the first whistle the top masts and mast head light of a large steamer were seen approaching on the starboard side at a short distance and then her stem became visible through the fog and she came on at considerable speed and struck the starboard side of the *Wan-nien-ching* about amidships cutting into her starboard boiler. The steamer proved to be the *Nepaul*.

4.—The *Wan-nien-ching* sank shortly after the said collision.

5—The number of passengers drowned is believed to be between 70 and 80.

6.—The said collision and the damages and losses consequent thereon are attributable to the negligence and improper conduct of those on board the *Nepaul*. No blame is attributable to the *Wan nien ching* or to any one on board of her.

And the said William Venn Drummond prays the Honourable Chief Justice of this Court to pronounce for the damages and losses proceeded for and to condemn the defendants and their bail therein and in costs and to refer the amount of the said damages and losses to the Registrar for his report and to grant to the plaintiffs such further or other relief as the nature of the case may require.

The answer of the Defendants is as follows :—

Robert Ernest Wainewright, Counsel for the Peninsular and Oriental Steam Navigation Company, owners of the British steamship *Nepaul*, the defendants in this cause says as follows :—

1.—The *Nepaul* is a screw steamship of 1,937 95/100 tons register, with engines of 600 horse-power nominal, belonging to the port of Glasgow, and at the time of the occurrences hereafter mentioned was manned by a crew of 149 hands, all told, laden with a cargo of general merchandize, and on a voyage from Hongkong to Shanghai.

2.—Shortly before 6.35 a.m. on the 20th January, 1887, the *Nepaul*, in charge of a duly licensed pilot was proceeding towards the Tung-sha Lightship at the mouth of the river Yangtsze heading North-west ½ North and making between six and seven knots an hour. The wind was fresh from the West-north-west, the tide was flood with a force of about half-a-knot an hour, and the weather was overcast and hazy. The *Nepaul* had all her regulation lights burning brightly and a good look-out was being kept on board of her. The steam whistle of the *Nepaul* was being regularly sounded.

3.—Under these circumstances those on board the *Nepaul* heard the sharp blast of a steam whistle nearly ahead or a little on the port bow, and supposing that the vessel from which the sound proceeded was approaching and directing her course to starboard the engines of the *Nepaul* were put full speed astern and the order given to put the helm hard-a-port, but immediately after such order was given and before it could be carried out a bright light suddenly came into view nearly ahead and as this seemed to indicate a vessel crossing to starboard the helm of the *Nepaul* was ordered hard-a-starboard. Very shortly afterwards the stem of the *Nepaul* struck the starboard side of a vessel, which proved to be the steamer *Wan-nien-ching*, about amidships.

4.—Those on board the *Wan-nien-ching* improperly neglected to keep a proper or sufficient look-out.

5.—Those on board the *Wan-nien-ching* improperly neglected to exhibit lights or exhibited them in an improper manner.

6.—The *Wan-nien-ching* for some time previous, and up to the time of the collision was enveloped in mist or fog, and she had not, and those on board her did not duly sound before the collision a proper or sufficient bell.

7.—Those on board the *Wan-nien ching* being, as they allege, at anchor improperly blew the vessel's steam whistle.

8.—The said collision was wholly caused by the negligence and improper acts or omissions on board the *Wan-nien-ching* and was not in any way caused or contributed to by the neglect or default of any person or persons on board the *Nepaul* and was, so far as those on board the *Nepaul* were concerned, the result of inevitable accident.

9.—Save as aforesaid the defendants deny all and each of the allegations contained in the Petition.

10.—And by way of counterclaim the defendants say that the matters complained of, if any such occurred, and the defendants are liable for them, which they deny, on the grounds hereafter stated, constituted a loss or damage by reason of the improper navigation of the said steamship *Nepaul* then being a British registered ship, caused to another ship that is to say the said steamship *Wan-nien ching* and the defendants say that the same occurred without the actual fault or privity of the defendants and that the gross tonnage of the said steamship *Nepaul* without any deduction on account of engine room amounts to three thousand, five hundred and thirty-six tons and twelve-one-hundredths and no more and the defendants claim that they are not liable in any event in respect of the premises to an aggregate amount exceeding £8 per ton of the said three thousand, five hundred and thirty-six tons and twelve-one-hundredths.

Mr. WAINEWRIGHT—Now, are you going to give the preliminary acts?

Mr. LATHAM—Yes. Will I read them my lord?

His LORDSHIP—Yes.

Mr. LATHAM then proceeded to read the preliminary acts which are practically embodied in the pleadings.

Mr. LATHAM—Your Lordship is no doubt aware that there have been new regulations made by the Vice-Admiralty Court, and it has never been decided whether this Court is bound by these regulations.

His LORDSHIP—It is time enough to decide that.

Mr. DRUMMOND—May it please your Lordship in accordance with the practice at home, and as I remarked to my learned friend yesterday, it appears that it is not usual to make any statement in opening these cases. The pleadings bring the case before the court, as to facts; the Counsel for the plaintiffs will then address the Court, and the Counsel for the defendants will follow :—This is what we will do here, especially as the facts are not very much in dispute. There are two observations which I might make which may be useful to the Court, that the plaintiffs are subject in this case only to general maritime law, as China has never assented to the regulations now in force in the English Court and therefore their regulations are not

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binding upon her. I may submit that the defendants are only subject to the same law and not here bound by the regulations. I merely mention this, and I believe that my learned friend is prepared to concede it. In this case I submit the burden of proof is upon the defendants. The plaintiff is to begin in all cases of damage where negligence is pleaded, and not to make more than a *prima facie* case. The plaintiffs are willing to call evidence and I will call Captain Bisbee, the Harbour Master, as he is anxious to get away, and as there is only one point which we want to get from him; that is the actual spot on the chart where the vessel is now lying.

Captain A. M. Bisbee examined by Mr. Latham deposed—I am Coast Inspector, and Harbour Master at this port—of the Imperial Maritime Customs. I went to the spot where the *Wan-nien-ching* is now lying and surveyed her position on the morning of the 22nd January, the morning after the collision. I marked the spot where she is lying, on the chart (produced and marked Ex. A).

The witness then proceeded to explain to the Bench the position of the wreck.

Mr. Wainewright—Will you be good enough Mr. Bisbee to look at this chart and say if it agrees with the other.

The Witness having examined the chart said—I think this chart places her a little to the westward of mine, but practically they are the same.

The Witness having marked the difference on the chart handed to him by Mr. Wainewright,

Mr. Wainewright said—Do you know of any incorrectness in this chart as regard soundings.

Witness—Not from actual observations; except that in the position of the ship there are 3 fathoms at low water, while the chart shows something less at low water, spring tide.

Capt. Olans Pohl Damstrom was next called, and examined by Mr. Drummond, said—I am a Swedish subject. I have been going to sea since 1855. I have been in my own country's ships and English, American, Chinese and German. I was commanding the *Wan-nien-ching* at the time of her loss. I think she was lent to the Governor of Formosa by the Foochow Arsenal. I had been in command of her about 8½ months. I have five European officers besides myself, and twenty Chinese sailors, boatswain and a carpenter, Chinese, four quarter masters, Chinese, one Chinese pilot of the Yangtsze river, a steward, two cooks, and two boys. That makes thirty altogether. There was a supercargo and a Chinese staff also on board. I had between 250 to 300 passengers. The foreign officers were Mr. Low, chief officer, Mr. Sommer, second officer, Mr. Henderson, chief engineer, Mr. Barclay, second engineer, and Mr. Grant, third engineer. That is all the foreigners that were on board. There were some Chinese officials on board, but I could never tell the particulars about them. There was one in particular Mr. Chang Su-ho.

His Lordship is it necessary to go into that.

Mr. Drummond—It is merely formal.

Witness—I heard that the ship was built in Foochow. I believe the plans (produced) are correct plans of the ship. The plans were put in evidence, and marked B. and C.

Mr. Wainewright—Before the witness goes into any particulars of the wreck, I would ask that all the foreign witnesses should leave the Court.

Mr. Drummond consented and the witnesses left.

The Witness—The *Wan-nien-ching* was a screw steamer, I could not say what her length was, as all the papers were lost. She was a wooden ship. She was used for a transport. She had about 350 tons of coal on board. The supercargo had to manage that. I had nothing to do with the coal. I remember starting on my last voyage, on the 14th January last, from Keelung bound for Shanghai. I could not say whether there was any treasure on board. I never got charge of anything of that kind. I remember the 19th January. I came to an anchor on the evening of that day on the South bank at the mouth of the Yangtsze. I see the place on the chart (Ex. A.), the spot of the collision, where she sunk. I anchored because there was a thick haze and we could not pick up the lightship. I refer to the Tungsha lightship. I found myself on the South bank with 17 feet of water and I immediately knew where I was. I then hauled her out into four fathoms and anchored. The weather was reported to me as pretty clear by the officers. I was told that there was no rain, but I don't know. I had two riding lights on my ship during the night, one forward and one aft. They were proper riding lights. One was hoisted up forward by the mast-head light halliard and the after one was on the flagstaff. The forward one was about 20 feet from the deck; the aft was not quite as high, 16 or 18 feet. I saw them burning myself before I turned in, burning brightly. I saw them burning at the time of the collision. They were not put out by the collision; they were burning after she went down and was standing on the bottom. I turned in during the night between 7 and 8 o'clock, I gave orders to be called at 4 o'clock in the morning. I was called at 4. I did not turn out at the time, but asked the mate the state of the weather, and he told me it was pretty clear. Then I told him to tell the second mate to call me at daylight. I gave no other orders. I told them to keep a good look out during the night, that was all. I was called in the morning, the second time, by the second mate, three or four minutes before six. I went out on deck right away. I only had to put on my boots and my overcoat. I went straight on the bridge. The second mate and one quarter master were on the bridge. The second mate's name is Sommer. The weather was just then pretty decent, and I could see about two miles round the ship. I told the second mate to tell them in the engine room to be ready, and then go forward and heave short. As he passed back, I sang out to him "heave out into 15 fathoms." Then he went forward. I don't know whether he had started to heave or not. When he had been forward four or five minutes, he sang out. "There's a steamer's whistle, Captain." I heard the whistle myself at the same time. I was standing alongside my whistle rope on the front part of the bridge. I took hold of the whistle rope and began to blow. I blew fourteen or fifteen short blasts, and looked in the direction of the whistle whilst I was blowing, and saw a steamer's light over the fog. She was then about 130 yards off. I cast my eye down to the water's edge, and I saw the ship's stem; when I saw the stem I think it would be a hundred yards off. I still kept blowing the whistle almost until the collision. When I saw that it would be a collision, I sang out to the second mate "Get the boats ready." The second mate and all the sailors rushed aft. That was about the time that the ship struck us about midship as near as possible. Her stem struck us first on the starboard side and cut into [redacted] about midships. It was at right angles, as nearly as I could judge. It penetrated nearly half way through my ship. The engineer told me it reached the boiler. I saw an awful lot of steam rushing out. When I told the second mate to go forward and tell the engineer to get ready, I did not intend to start, but to see if the weather got clearer. I did not intend to start then as the weather began to thicken. It was not then quite daylight. It would take from 20 minutes to half an hour to get steam up, when the fires were banked. They were banked that morning. It would have been about daylight by that time, from when I gave the order. I intended to continue on my voyage if the weather kept as it was when I came on deck. If it had continued the same I would have started as soon as I got steam up. The fog first began about four or five minutes after I sent the second mate forward. I could not say exactly how long before the collision; but I would say about 8 or 10 minutes. Nobody else was on the bridge with me at the time. The quartermasters and others had gone forward to heave round the capstan. The rest of the crew were all supposed to be forward. I could not exactly make them out, but to the best of my knowledge they were forward. When I first noticed the fog I could see, I think, about half a mile, but I could see it was going to thicken. It thickened pretty quickly. When it had got thicker I could see about 120 yards or so. It remained at about that density up to the time of the collision. After that it got thicker. The ship had a bridge nearly amidships at the forward part of the wheel house. I was standing in the circular place in front of it. The bridge went right across the ship. The wheel house was just at the back of where I was standing. There was nobody in the wheel house at the time. We have two bells on board the ship, bells to strike the time. We have no fog bells. The forward bell is right underneath the circular place on the bridge on which I was standing. I could not reach it from the bridge. When I heard the whistle I immediately looked in the direction of the sound as I took hold of the whistle rope. That was a couple of seconds after I heard the whistle. That was the time I saw the mast head light and the topsail yard. I could see nothing else at that time. It would be another second or so till I saw the other vessel's stem. I saw no side lights on the other steamer. I could not say exactly whether the other ship altered her course, but it looked to me as if she was starboarding her helm. It appeared to me that she was going at 10 or 11 miles an hour from the rate she was coming through the water. Her stem was throwing up spray. That was the thing I judged her speed by. From the moment I saw her light first till she struck us I would say it was 15 or 20 seconds. I did not take any other steps besides pulling the whistle rope. That was the only thing I could do. When I first heard the whistle it sounded a good distance off. I pulled the whistle rope rapidly, making hardly any pause, but pulling it regularly the whole time. The direction of the wind was then about W.N.W. It was a moderate breeze. The tide was about half flood, neap. I should think its strength was about two knots. After I heard the whistle from the other ship I did not hear any other sound from her. My ship was lying across the tide, the wind being stronger than the tide and would not allow her to swing. She was keeping steady. She was drawing about 14 feet 6 inches at the time. When I anchored I gave her about thirty fathoms of chain. From my observation of the weather it would not have been safe to start when I came on deck. It had been very nasty weather all throughout the previous day, with snow squalls, hail and rain. We had pretty much the same weather all the way up, except we had not the snow squalls. It looked to me [redacted] if fog banks were sweeping along the surface of the water that morning. I did not start earlier on that morning because I was not in any hurry, but had plenty of time to get up to Shanghai. I would not have started before daylight even if the weather was fine. The ships were in collision about a minute. I think some of the people on board my ship were saved by getting on board the other ship while we were in collision. They were the chief mate, the chief engineer, the third engineer, and some of the firemen, I think. When the ships parted the other seemed to be backing

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away from us. When she backed away, my ship began to settle down at once. I could see the water rushing in at the place where she was struck. I think if the ships had remained in contact longer a good deal more of my people could have got on board the other ship. It was from twenty minutes to half an hour before the first boat reached from the *Nepaul*. I saw it come, I was standing on the fore-rigging at that time. When the boat arrived, from forty or fifty of my people had been drowned. I myself saw them washed away. It was about 15 minutes after the collision that my ship sank. I tried to get the people out of the fore hold, and got some twenty or thirty of them up in the foreriggings with me. I succeeded only in getting one boat out; the boatswain succeeded in getting the dingy out. She made two trips to the *Nepaul* before any of the *Nepaul*'s boats reached my ship. I did not succeed in getting out any of the other boats; they were crowded up by the passengers who got into them where they were hanging from the davits. I stopped on the bridge till I got Mr. Chang out from where he was sleeping in the chart room and got him up in the rigging. He was sleeping in the room all the way up. I got up into the fore rigging after I had got the passengers up. I was saved by one of the *Nepaul*'s boats. I did not save the logs or anything out of the ship,—nothing at all. After I got on the *Nepaul*, I came back again to my ship in one of her boats along with the officer in charge, to assist in saving the rest of the people. No conversation occurred between me and any of the officers of the *Nepaul* after I got on board. I was not talking to the pilot.

Mr. DRUMMOND—I think in the list of the crew he omitted one fireman.

Mr. WAINEWRIGHT—He did.

Witness—Yes there were 12 Chinese firemen. I took my bearings on the night I anchored as soon as I could see the lightship. The bearing was correct. I did not prove it, but afterwards told Mr. Coates, the pilot on the *Nepaul*, that I took the bearings and they were N.W. by N. ½ N. He said "I was steering N.W. by N. ½ N." I then passed the remark that he would have picked up a lightship in that course. He did not say anything about my bearing then. He had not seen the lightship. It was foggy and he could see nothing. When I went up on the bridge I could see nothing in sight.

The Court then adjourned till after luncheon.

The Court resuming the hearing of the case after tiffin, when Capt. Damstrom

Cross-examined by Mr. WAINEWRIGHT said—I hold a master's certificate granted in Hongkong about 2 years ago. Before I got that I had a chief officer's certificate which I held about 13 months. I got that in Hongkong. Previous to that I had a second mate's certificate which was also a British one. I could not say how many English ships I served in. I never served in one as an officer except in the *Ping On*. I held the position of officer only in Chinese and English ships. This is my first command. I was examined when I went for my master's certificate upon the regulations for the prevention of collisions at sea. I should use my own discretion as to what I should do on a vessel anchored in a fog, to prevent collision. I should ring a bell. The regulations as regards the steam whistle are that she uses it while she is moving; two blasts for starboard, one for port and three for going astern. My vessel was a little over 200 feet long. She was not nearly as big as the *Nepaul*. The deck was about 6 feet above the water, on the voyage. Her light would be about 26 feet above the water. I carried my steaming light on the same stay as I used for the riding light, on the same halliard. The steaming light was about 10 feet higher. The riding light on the stay was a globe light. Also a globe light on the flag-staff at the stern. My cabin was away aft, down below. It was abaft the mizen mast. That is where I was sleeping on the night of the 19th. The only order I gave that night was to keep a good lookout. There were 3 men on deck, an officer, and two Chinese quartermasters. I was called the second time 3 or 4 minutes before 6. I knew the time as I looked at my watch. My watch was right when I reached Shanghai. It is a very accurate watch. I compared it with the Time Ball in Shanghai. I did not at any time while I was on board the *Nepaul* compare it with any of their clocks. I don't know whether it agreed with their time or not. It took about a minute and-a-half or two minutes to get upon the bridge. I did not look at my watch from the time I left my cabin till I got on the bridge. All the other times I gave, were mere conjectures. [Looking at the plan of the ship.] The bridge is in front of the funnel. The second mate had to go to the engine room skylight to communicate with the engineer. He simply had to call down. I went on the bridge a minute before 6. I told the mate to go to the engineer and tell him to prepare to go. In about a minute or two past six he (the mate) was preparing to heave shot. About a minute later I heard the *Nepaul*'s whistle, four or five minutes past six. The second mate sang out just as I heard the whistle. I immediately seized the whistle cord and never ceased to whistle. It was about 15 or 20 seconds from the time I heard the whistle till the collision. When I went on the bridge I never looked at the compass so I could not tell how my ship was heading. She was laying across the tide, I know that. When I sang out to the second mate to get the boats ready, the chief mate was asleep. The second mate was the only foreign officer on deck. I could not get the boats out because they were crowded with passengers, except the dingy. We had two cutters and two gigs along with the dingy. The cutters would hold 40 each, and the gigs 20. I could not see what the second mate was doing because of the steam. I don't know that the ship was pretty old. Only the foremast was riddled with white ants I had no reason to believe that the hull was in a rotten state. The first bell was on the forward part of the after house. It was an answering bell. The mouth of it was I think about 10 inches in diameter. It was the larger bell. We had two bells. I never saw the side lights of the *Nepaul* either before or after the collision. I could not tell whether they were burning, I could not form an opinion as to whether they were burning or not. I only heard one blast from the *Nepaul*, a short sharp blast. After I had got Mr. Chang out of the chart room, I jumped down from the bridge and got thirty or forty of the passengers,—who did not want to come, being more concerned about packing up their boxes, into the fore rigging They were all saved. I could only see the second engineer, of all the foreigners after the collision. The rest all got away. I was taken off by one of the *Nepaul*'s boats, I did not stay on board her, but went back in the same boat. Nobody suggested I should go back. I went of my own accord. I did not speak to any of the officers of the *Nepaul* before I went back. After I got back to the *Nepaul* finally I went up on the bridge and had a conversation with the pilot and the Captain. I did not tell the Captain that I heard the steamer's whistle while I was in my room. I did not tell him that the second mate came up and blew the whistle like mad, that I looked up and saw the *Nepaul*'s topsail yards and masthead light, nor that her funnel and side lights could not be seen because they were shut out by the fog.

Mr. WAINEWRIGHT said he only wanted to put these questions to show whether the conversation with the Captain of the *Nepaul* was true or not.

Cross-examination continued. I did not say I saw her masts and yards—only the topsail yard. It is not true that when I was asked whether I saw the side lights I said yes; the lower part was shut out with fog. I did not say that I could not make it out, there was no driving fog or rain, and that I was going to get underweigh myself. I did not say anything like that. I told Pilot Coates that I saw the Tungsha Lightship the night before about four miles off. I told Mr. Coates that the mandarin on board threatened to take my head off if I did not go on. I was not frightened at that. I had only a few words with the Captain. He asked me how many passengers I had on board. I do not remember telling the Captain I had only coals, I believe I told him that he had done everything he could to save life, and that he had boats enough down to save twice the number of people. I did not say anything like that "I could do nothing with that crowd of Chinese after I had saved my friend Chang." I do not know how the second mate was saved, whether by aid of the boats or by climbing up the sides of the *Nepaul*.

Re-examined by Mr. DRUMMOND—I should imagine that the ship was heading about N.E. when I went on the bridge, and at the time she was struck. It is only a conjecture. The steam that I saw must have come from the boiler. I think it was caused by the collision; and that the boiler, was burst, letting the steam fly all round the ship. I never used my bell for a fog in this ship. I never had occasion to use bells, or whistles, or anything. I have not had fog enough for that. In my experience, I know that a whistle is heard further than a fog bell. When my ship is in motion and if it is foggy I always use the whistle. Sumner the second mate, may have got away in the dingy or he may have got over the bow of the *Nepaul*. I did not see which. The remark made by the mandarin was made the night before, not particularly to me, but to all of us. We were sitting down, and he came up and shook his fist at us. I could understand what he said. I afterwards asked the steward and he told me that the mandarin was going to kill us. I was not afraid. He was not joking, but was serious enough. I would not go on for anybody, if I thought it was not safe.

Captain ROSS—When you saw the *Nepaul* you thought she was starboarding her helm; how did you know that? She had a swing on.

You say she was going at 10 or 11 knots? Yes, I would say she was going at that rate from the way in which the water was squirting up at her bow.

Of course having the Hongkong certificate you know the English rules of navigation, and that in such a case you should ring the bell? Yes.

Has your chief officer a certificate? Yes.

Had the officer in charge of the deck at the time a certificate? No he has not.

Did you go according to the rule of the road or had you a rule of your own? I always act on the rule of the road.

You said at one time that if the weather had kept up, as it was when you came on deck, you would have started; then in another part you said that the weather was too bad to start. Now do you think that it was dangerous when you came on deck to start? When first I came on deck I thought that it was pretty fair and we might start then.

Do you think it was imprudent for any ships to be underweigh then? Yes; afterwards.

Captain JACKSON—What sort of lights did you carry? White lights, according to the English Board of Trade Regulations.

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His Lordship—You did carry the Board of Trade lights? Yes.

When you came on deck in the morning did you see the lightship? No.

His Lordship—I understood you to say that you could not then see anything? I could only see about 2 miles around the ship.

You could not see the lightship then? No.

Mr. Wainewright—It was 8 miles off.

John Low was the next witness called, and examined by Mr. Latham, said—I hold a Hongkong certificate as Master dated August 3, 1883 and numbered 866. I have been at sea about 20 years. I am an Englishman. I was on board the *Wan-nien-ching* at the time. I was in my berth asleep. I had a suit of under clothes on. I was awoke by the collision. I came on deck at once. I looked round to see what was the matter and found that a steamer had run into us. I got on board the other ship. I climbed over the *Nepaul's* starboard bow. I saw nobody there for some moments after. The first person I saw was the chief-officer. He was coming from aft. I spoke to him and asked him if he was the Captain. He said no "the Captain is on the bridge with the pilot." I walked aft and met a gentleman in private clothes whom I afterwards learned was Mr. Coates the pilot. I then went on the bridge and the Captain asked me who I was. I told him that I was the mate of the *Wan-nien-ching*. He asked me my name, and what water we were in. I told him four fathoms, and said that there would be no danger in bringing his ship alongside the other. I also told him as a reason that there were over 200 lives on board. There were some boats got out. I should say that the first was got out about 20 minutes after I spoke to the Captain. I noticed that the weather was a little hazy, but could see one or two miles. I was on watch the previous night, the 19th, from midnight till 4 a.m. We had moderately clear weather during that time. I did not see Tung-sha light during my watch. I noticed one steamer at about 2 a.m. pass inside of us, to the west, between us and the bank. She was bound inwards and was about three ships' length off. I think that she was a Ningpo boat.

Cross-examined by Mr. Wainewright.

I have been in the *Wan nien-ching* since June '86. She was navigated according to the English rules of navigation. I cannot say that I have ever been in a deep fog in her, but have been anchored on account of hazy weather. On such occasions we did not do anything particular, only anchored; it was not thick enough to ring a bell. If I had been anchored in a thick fog I would have rung the largest bell we had in the ship, the one forward under the bridge I should say the diameter of that bell would be from 12 to 14 inches. When underweigh in fog we have used whistle signals. In fact we navigated always according to the English rules of navigation. I made no effort to get out our boats, because I saw it was completely useless as they were completely crowded with Chinese. When I first got on board the *Nepaul* I could see all the boats, and there was nobody doing anything to get them out. It was from between half a minute to one minute after I got out, till I got on the *Nepaul*. I thought it would be a safe manœuvre when I asked the Captain of the *Nepaul* to go alongside my ship. He said he would do so. He did not draw my attention to the telegraph. He did not show me that the telegraph was "Ahead." He did not say "The boats are going now" and I did not say "All right, Captain." I then went to try and get ropes to put over the side. I had a deal of trouble as they were all too short. I did not save anybody. I left the *Nepaul* afterwards and went back to the wreck, in my own ship's dingy. I went back at once. Everybody that could be saved by her was saved from the wreck. We brought nobody back when I went. We did not go exactly to the wreck, but close to it. I did not see the *Nepaul's* side-lights burning. Our own lights were burning brightly. Our riding-light was about 20 to 25 feet up. The deck would be about 12 feet above the water. The light was a globe light. When I was standing on the bridge of the *Nepaul* I thought I could see one or two miles. I cannot account for the collision. I would not say that it was because there was no look-out. There may have been a mist passing by at the moment as we often have on the coast of China; a bank of mist as they were approaching. I have seen such mists.

Re-examined by Mr. Latham—When there is such a mist there are generally more about. It is not a solitary phenomenon. I do not recollect seeing any more such mists during the day. After I had left the bridge of the *Nepaul* I heard the pilot call to the Captain to lower the boats. I think a steamer whistle can be heard further than a bell.

By Captain Ross—The fog was not thick enough for the bell to be rung? No, I think not.

Afterwards when you were on board the *Nepaul* did you think it thick enough to keep the bell ringing? No, I did not.

Were the blasts from your whistle likely to be mistaken for one long blast? Were they very quick? No, it was impossible that the quick short blasts could be mistaken for one long blast.

Bertram Stuart Somner examined by Mr. Drummond—I am of British nationality, and have been at sea 10 years. I was on board the *Wan-nien ching* when she was lost; I was the second officer. I remember anchoring on the 19th January. It was raining, foggy and blowing. I came on deck after she was anchored. The Tungsha Light ship was then visible, and I took the bearing which was N. by W. half N. I remained on watch from 6 p.m. till midnight. We had 30 fathoms of chain out. One steamer passed us during my watch between 8 and 9, down the river, on the starboard side. I do not know what boat it was, but I supposed it to be the Ningpo boat. I went on watch again at 4 a.m. The weather was passably clear then. We had the two anchor, or riding lights up, one forward on the jib stay, and the other on the flag-staff aft. They were both burning brightly. I had orders to call the Captain at daylight. I did so within two or three minutes to six. After I had called him I went forward on the bridge. The Captain came up shortly afterwards and gave me orders to order steam, and get ready to heave in to fifteen fathoms. I went and gave the orders to the engineer, down the sky-light, to get ready. I went forward from the engine room sky light, passing under the bridge. I got orders then not to heave in to more than 15 fathoms. I then went forward to the top gallant forecastle head to see if the sailors were there, everything was ready to heave in short. I do not know how long I was there. As soon as I started to heave in the chain I heard a whistle, not of our steamer, but of another. I called to the Captain and told him that there was a steamer's whistle. When I heard it I looked over the side. I could not see anything just at the moment. Then I saw a vessel's mast head light, masts, and yards, on the starboard side of our ship. I saw no side lights, but I saw the vessel's bow. I could not see anything more till I saw the vessel's bow shearing two ways, first to starboard, then to port. I should say that she was 100 yards off when I first saw her. At that time there was a sort of fog or mist rising out of the water, making the atmosphere thick. If it had not been for that I could have seen the whole of the ship clearly. It was then hardly daylight. The ship appeared to be coming at full speed, I thought. I did not keep my eye on her all the way up till she struck and could not tell whether she kept up that speed. After I reported the whistle to the Captain I heard continual short blasts from our ship. There was quite a wash made by the bow of the other steamer. Our ship was still at anchor up to the time she was struck. The steamer struck us amidships. I was not down below and could not say if she struck the boilers. After I heard the one whistle from the steamer I heard no more from her. It was one long whistle. From the time I heard that, nothing could be done on our ship to avoid the collision, except to blow the whistle. After the collision the vessels remained, I think, in contact for about a minute. I got ready the two boats and lowered them. One of them was cast adrift after those that were in her were saved. That was the dingy.

In explanation to his Lordship the witness said—I had the two boats lowered into the water; one of them was swamped, and the other went backwards and forward saving passengers.

Examination continued—She made six or seven trips to the *Nepaul*. I saved myself by climbing over the *Nepaul's* bow after I had got the boats out. I commenced to get the boats out the moment I saw the *Nepaul* coming into us. I did not wait till she struck; by that time we had one of the boats out. I first watched the steamer a few seconds, and then I saw that the collision was not going to be prevented. By that I meant, by the other ship. I saw that she was not going to get out of our way. There was nothing whatever that we could do. I went away in one of the boats of the *Nepaul* to the wreck, with the pilot and one quartermaster. Mr. Coates said to me, in the boat, that he thought we were underweigh and that it was clear as a bell five minutes before. It was clear a few minutes before the collision. I did not take any notice as to how many minutes it was clear before the collision. When I got on the deck of the *Nepaul* I saw our own chief and third engineers and chief officer, and I think the carpenter of the *Nepaul*, or someone I took to be him. He was doing nothing at all to assist the people, to get up. I tried to haul up five or six who were hanging to a rope. The chief engineer helped me. Two or three black fellows of the *Nepaul* stood around doing nothing. It was two or three minutes till I went aft, along the deck, after which I went in one of the *Nepaul's* boats when it was lowered down to help to save the passengers. Both our riding lights were burning before the ship went down and afterwards.

Cross-examined by Mr. Wainewright.—I don't hold a certificate. The lightship was visible when I went below the night before the collision, and I could see the light every time it flashed. I looked at it just as I went below. The steamer that passed us was starboard to starboard, outside us. I did not say how far off. She passed to the eastward of us. I don't know how far off she was. When I had the orders from the Captain to get up steam the weather was then partially clear. I could then have seen a light, I think, 2 or 3 miles off. When the Captain came on deck the weather was just the same. I think I could have seen 2 or 3 miles. It got thicker between 4 and 6 o'clock, but I could not say when exactly. I looked at the clock before I called the Captain. The Captain came up on the bridge about 3 minutes after I called him. It was then that he told me to give orders to get steam. I think it would take me about half a minute till I got forward to the engine room, I would say that it was about 3 or 3 minutes past 6 when I got forward to the forecastle head. I did not notice any change in the weather then as I had something else to do. It was not a minute after that I heard the whistle of the other steamer. It would be about 5 minutes

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after ■ when I heard it, and it would be 4 or 5 seconds till I saw the light. It would be from 30 to 35 seconds till the collision.

His LORDSHIP—All this is immaterial.

Mr. WAINEWRIGHT—I am quite aware of that my Lord, but taken in connection with some other facts, it may be very useful.

Cross-examination continued—I did not see the *Nepaul's* side lights, nor did I sound the whistle myself, I did not notice at the moment how we were heading. But just before I called the Captain we were about N.E. by E. a little east. I have no idea as to at what angle the *Nepaul* struck us. I could not ring a bell from where I was. If anybody had been round at the bell they would have time to ring it once after I heard the whistle. If there had been any thick fog during the night—I would have sounded the bell. Between the time I saw the *Nepaul's* lights and the collision, two of four boats were lowered. They were full of passengers and one was lowered by cutting the falls. The dingy was lowered by the falls, and I saw the boatswain and six or seven sailors in her. I saw her making four trips. I think that if the other ship had put her helm to port after our whistle she would have gone clear of us, because she was further forward than she was aft, and the flood tide would have carried her aft too. The reason I did not stop and try to lower more of our boats was that I saw it was useless ■ they were crowded. None of the *Nepaul's* men whom I saw were doing anything at all. I hauled one man up by the rope the other three fell off and got drowned When I went forward along the deck of the *Nepaul* they were not trying to lower the boats; not till twenty minutes afterwards. I did not go in the first of the *Nepaul's* boats that was lowered. Nobody asked me to go in the boat.

To Mr. ROSS—Another steamer could not have mistaken the short blasts of our whistle for one long blast.

ANDREW BARCLAY was the next witness called and examined by Mr. Latham said—I was second engineer on board the *Wan-nien-ching*. I have had five years at sea. The orders were on the evening of the 19th to be ready to go in half an hour after notice. My watch began at 4 a.m. and lasted till 8. The second mate gave me orders to get ready about a minute after six. I know the time so accurately because I looked at the clock. I sent to the second firemen to call the chief engineer. I did nothing to the engine myself; I made some preparations, and I was standing on the platform about five or six minutes after the order, when our whistle commenced to blow a prolonged succession of short blasts. I should say from twenty to twenty-five in number. I then heard the smash of a collision about thirty or thirty-five feet from where I was standing. The stem of the vessel I would say struck about the centre of the starboard boiler, and the engine room was instantly filled with steam. I then went on deck.

Cross-examined—I am positive about the times I mentioned. The collision occurred about half a minute after the whistle. I was saved by being taken off the rigging about three quarters of an hour afterwards by one of the *Nepaul's* boats.

The COURT then adjourned till 9.30 next morning.

18th February.

The hearing of the case was resumed this morning.

Mr. DRUMMOND said he wanted his Lordship's permission to recall the Captain of the *Wan-nien-ching* as he (counsel) wished to ask him two questions. One was omitted yesterday and the other was with reference to a statement made in the papers which did not exactly convey his meaning.

Mr. WAINEWRIGHT said he would also like to ask the Captain a question.

Captain DAMSTRÖM was then recalled.

Mr. DRUMMOND—How long was it before the collision that the fog began? About 5 or 6 minutes as near as I can recollect.

Was it before or after the mate went forward? About the time he went forward.

The other question is how long was it before you were taken off the rigging? From half to three quarters of an hour.

Mr. DRUMMOND—That will do.

Mr. WAINEWRIGHT—I have now one question to ask.

His LORDSHIP—Concerning the same point?

Mr. WAINEWRIGHT—No, not exactly.

His LORDSHIP—Then you cannot reopen the cross-examination.

Mr. WAINEWRIGHT—Very well, but perhaps your lordship would put the question for me. I want to know from the witness how much did the vessel heel over?

Witness—I did not notice her heeling over at all.

JOHN HENDERSON was the next witness called and examined by Mr. Drummond. He said—I am a marine engineer, and a British subject. I was chief engineer on board the *Wan-nien-ching*. I remember the 19th January.

His LORDSHIP—Has this witness anything new to disclose.

Mr. DRUMMOND—No, my Lord, but he can confirm the other witnesses' evidence, and my learned friend may bring out a good many points in cross-examination if it suits him, and may leave others.

The examination was then proceeded with.

Witness—I remember the 20th of January when I was called to go down below to assist the second engineer in getting underweigh. I dressed and went on deck two or three minutes after I was called, which was a few minutes after six o'clock. It was about 40 seconds from the time that I came out of the house on deck till the collision took place, I heard one whistle from the other steamer, and a succession of short blasts from our ship.

His LORDSHIP objected to Mr. Drummond prolonging the examination of the witness on the point of the whistle of the *Wan-nien-ching*, which had been deposed to half a dozen times before. He promised Mr. Drummond however that if Mr. Wainewright depended upon direct evidence to the contrary to disprove the statement of Mr. Drummond's witnesses, whom he did not cross-examine, he (his Lordship) would remember his interruption in the proceedings of the plaintiff's counsel.

Mr. DRUMMOND was satisfied and

The witness resuming said—It was partly daylight at the time. It was hazy, but there was not a great fog. After the collision I got on board the *Nepaul* by climbing over her port bow. I shouted for a rope three times before it was thrown to me. I saw nobody on the *Nepaul* then except the carpenter, I think.

Mr. WAINEWRIGHT said he might as well tell his Lordship at once that all the men, including the look-out, of the *Nepaul* were ordered aft to the boat stations the moment after the collision, and they set to work to get them down, so that those people who came over the bow could not see them at the time.

Witness resuming—I did not see the first boat leaving the *Nepaul*. The fog continued most ■ the day which was hazy. I saw the *Nepaul* as she was approaching our ship, and she appeared to be going about 10 knots an hour.

Cross-examined by Mr. Wainewright—I don't know who was sounding our whistle. I was called by No. 2 fireman. I went forward when I saw that a collision was likely to occur. I spoke to the Captain, but I don't recollect what I said. I did not say that I saw the second mate run up and blow the whistle.

Captain ROSS—When you were on the forecastle head of the *Nepaul*, how far was she from your ship?

She was close to us; she then backed away, I believe that she went astern.

To Captain JACKSON—The *Nepaul* was not in sight when I first came on deck.

To His LORDSHIP—From the rate at which she was going I formed the idea that she was travelling nearly at full speed.

CHANG SÜ HO examined by Mr. LATHAM said:—I am an official of the Chinese Government, and an expectant Tao-t'ai. I have an official position at Formosa, under Governor Liu. The *Wan-nien-ching* belonged to the Formosa Government. ■he had a cargo of coal on board belonging to the Chinese Government. At the time of the collision I was in bed, but I was awake shortly before and heard the *Nepaul's* whistle. I also heard ours going "Too-too-too-too," so fashion (laughter.) I spoke to the Captain and he told me that our ship would be sunk and I had better go up on the masts. I was about ¾ of an hour there before I was saved.

To Mr. WAINEWRIGHT—The *Nepaul's* whistle was one short whistle, our whistle was as I described it.

The witness was not further cross-examined.

Mr. DRUMMOND—We have only two more witnesses, one said he would be here at 10 o'clock and I don't see him. The other will not be back till to-morrow.

Captain JACKSON—Captain Pratt is here now—(laughter).

Captain NICHOLAS PRATT examined by Mr. DRUMMOND said—I am an American citizen, and captain of the Ningpo steamer *Kiangfeen*. I have been in the same line since 1867. I was on my way up from Ningpo on the night of the 19th, having left it that night. I know where the *Wan-nien-ching* is sunk. We passed that place about 2 o'clock a.m on the 20th. We passed a vessel about that spot. She was at anchor and had two bright lights, "good lights" burning. We passed on the inside. I had been on deck all that night from the time I left till I anchored at 5 in the morning. I remained on deck on account of the fog. I anchored about 3 miles on the inside of the inner lightship, on account of the fog. I started about 1.30 in the afternoon of that day and went for about 15 minutes. I arrived in Shanghai I think about 6.30 p.m. I was due here at from 6 to 8 in the morning of that day. As a rule the Ningpo boats can run on that particular line as well as any other ship, but I would not say we run better. I think that when we cannot run it would not be safe for any ship to run. I do not think it would have been safe for any ship to start after 5 o'clock that morning, at least from the place where I was anchored.

Mr. WAINEWRIGHT—Eighteen miles off from the scene of the collision.

Witness resuming—I have often anchored, and at various places, in a fog, when as a rule I ring a bell; I mean by that I ring a bell in narrow water, I don't know that in the open place where the *Wan-nien-ching* is lying that I would ring a bell, not unless I heard a steamer approaching or had some warning. You cannot hear a bell as far as a whistle. There is a considerable difference between them. The whistle is much louder. and if I were moving ahead in a fog I would use the whistle. I consider that every ship should do the same. The tide was at the last of the ebb when I passed the *Wan-nien-ching*. It would be about half flood at 6 a.m., and would have a force of about 2 knots, I should say. I am familiar with the kind of fog called fog bank, I consider it is more deceptive to navigate in, than an ordinary fog. I consider them both dangerous, but of the two the fog bank is the more dangerous because more deceptive. I should consider it dangerous to start before daylight when fog banks are about. In some

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cases the weather is more settled after daylight, but in this particular case it was worse, much worse.

Cross-examined by Mr. WAINEWRIGHT—The ship I saw at anchor was, I judged 7 or 8 miles from the Tungsha lightship. The inner lightship is 16 miles from the Tungsha lightship, perhaps a little less. The ship was lying out of the track of big draft steamers but ours and a great many of the Hongkong steamers, I mean local steamers, do pass there. If a big draft steamer was looking for the South Bank or the lightship in foggy weather I consider that would have been the best way for her to find them. As a rule I do ring a bell in a fog, but to tell you the truth, I don't think a bell does much good Supposing I was lying in the place where the *Wan-nien ching* was I would use my judgment as to when I would ring the bell. As a rule I should not ring the bell till I heard a steamer approaching. I don't think I would keep it jingling all the time. My being in a fog 10 miles off was no proof that the *Wan-nien-ching* was also in one. It is not a fact that waves of fog are usual in the mouth of the Yangtsz-, not as usual as settled fog; I have seen them, but not so frequently as the other. I have found myself in the position of thinking that I was able to go ahead and suddenly discovering myself in a fog. From the decks of a P. & O. steamer 30 feet above the water. I might not be able to see the hull of such a ship as the *Wan-nien-ching* 6 feet above the water, in a fog. But I would see her masts. I think you would hear a bell better in clear weather than in a fog, a whistle would be heard about the same in both weathers. I should say from experience, at the time and not from any particular observation, that the tide would be running at about 2 miles an hour where the *Wan-nien-ching* was lying.

Re-examined by Mr. DRUMMOND—My ship goes 7½ or 8 knots an hour, not very fast. It is a paddle steamer. I should say that we could stop her in three or four lengths. With a tide of 2 knots, I should say it would be four lengths. If I was running up this river and got suddenly into a bank of fog I would have stopped.

To Captain ROSS—I might possibly slow down and see if a fog bank cleared away before I anchored; I consider fog banks very dangerous.

You have seen those mists coming up between Ningpo and here? Yes; sometimes.

They come on very quickly? They do. They gather on the surface of the water.

In that case would they obscure the masts and head lights of a vessel, or would the lights show above it? I think the lights would show above it.

EDWARD OSBORN was then sworn and said—I am master of the Tungsha Lightship, and a British subject, in the employ of the Imperial Maritime Customs. I hold a master's certificate from Plymouth dated 1870. I shall have been 8 years at Tungsha next month. I was on watch from 4 to 8 on the morning of the 20th of January. I produce the journal of the Tungsha Lightship as to that particular morning, signed by myself.

Examination of the entries in the book for the 20th ult. were then read.

The journal showed that the fog horn was not blown between 5.20 and 7.50 on the morning of the 20th ult.

Witness—I also produce the fog horn apparatus report in my own handwriting, for the 20th of January.

Mr. LATHAM—I need not read it. It is exactly the same as the other report.

Mr. WAINEWRIGHT—If it is exactly the same as the other, there is no use encumbering the record with it.

Mr. LATHAM—It is an official document showing that the fog horns were not sounded that morning from 5.20 to 7.50.

Witness—I should say that spring flood tide are from 3½ to 4 knots at Tungsha; half flood are from 3 to 3½; neaps 2 to 2½. The strongest period of a neap flood tide at Tungsha is the 2nd and 3rd hour. If there is a W.N.W. wind of the force of 5 or 6 it would have the effect of reducing the neap flood tide by about ½ a knot. I have been frequently out in boats in the neighbourhood of the lightship and am thoroughly acquainted with the strength of tides.

Cross-examined by Mr. WAINEWRIGHT—The wreck of the *Wan-nien-ching* is about 8 miles from me, and on the morning of the 20th at 6 o'clock the tide would be setting about W.N.W., maybe a little to the northward. I consider that at that time it would have a force of about 2 knots. I see a good deal of fog about Tungsha. We sometimes see fog banks low on the water at the South Bank. They sometimes come very suddenly and pass away very quickly for you may find yourself, sometimes in a fog suddenly and in five minutes you are out of it. These sudden fogs generally hang quite low down on the water. I generally view everything from the deck of my ship and don't go aloft. The deck is about 16 feet from the water. I should say a good bell could be heard in a fog at a distance of ½ mile. You could hear a good bell over 2 miles in clear weather. I have never made any experiments as to the distance bells can be heard, I only judge the distance by conjecture. A steam whistle could be heard in a fog a mile to a mile and a half.

The witness then went down.

Mr. DRUMMOND—That is my case, my Lord.

Mr. WAINEWRIGHT—Following the course of proceeding laid down at the opening of the case, I will not now say anything, but will call Captain Alderton.

Mr. DRUMMOND thought it would be as well if Mr. Wainewright now stated whether he concurred with the statement that he (Counsel) had made at the beginning of the case.

Mr. WAINEWRIGHT said he was not prepared to make any statement just at the moment. He admitted that his ship was not bound by the regulations, and that the Chinese government had not admitted them; and from that Mr. Drummond could draw his own conclusions.

Mr. DRUMMOND asked the Court that a more distinct statement be given on the point by Mr. Wainewright, otherwise the proceedings might be very much lengthened.

His LORDSHIP said that he could not force Mr. Wainewright to make any statement.

Mr. DRUMMOND said that he only wanted Mr. Wainewright to state what law the *Nepaul* was bound by there.

His LORDSHIP repeated that he could not force Mr. Wainewright to reply to arguments that Mr. Drummond might be keeping in reserve.

Mr. DRUMMOND—If you decline to state what laws you are bound by—

Mr. WAINEWRIGHT—I decline entirely.

Capt. THOMAS J. ALDERTON examined by Mr. Wainewright said—I am a British subject and master of the P. & O. s.s. *Nepaul*. I hold what is called an extra master's certificate, with an extra certificate for examination as to steam. I have held that 21 years, and have been in the P. & O Co.'s service nearly 30 years. I have been in command of the *Nepaul* nearly 3 years. I was in charge of her on the morning of the 20th. Her length is 375 feet and her tonnage I think 1,963.

Mr. WAINEWRIGHT—1,987.

Witness—Yes, I think so. My crew was 149 all told and our horse power 600, working up to 3,000. I was coming up with the mails, which were due at 6 30 p.m. on Friday, the 21st January. We have two bridges on the *Nepaul*, an upper and a lower one. They are between the funnel and the foremast. As we were then, the height of the upper bridge was about 30 feet above the water. I have measured the distance. The wheel house is immediately under the upper bridge, we steer by steam. The engine room telegraph is on the upper bridge. We communicate with the man at the wheel through a tube. (Section of the plan showing a bridge was here put in evidence, Ex. F.) There is a clock on the upper bridge. The telegraph is worked by hand. I am well acquainted with the working of our engines. As far as I know the highest number of revolutions the engine has ever made is 50. She is said to have made 53, but I have never seen it myself. Full speed with 50 revolutions and everything else favourable would be about 12½ knots. At 4 or 5 o'clock on the evening of the 19th, we were at anchor off Gutzlaff, as the weather was becoming somewhat doubtful, and Mr. Coates, the pilot, to whom I had given over charge about 9 o'clock on the morning of the 19th, was doubtful about getting up the river and I told him to run no undue risk. When we anchored, Gutzlaff bore S S W. and was about 8 or 9 miles off. Steam was ordered for 5 a.m. next day, but Mr. Coates did not care to go on. Shortly after 5.30, he said "I think I can go on now" and I could certainly see a good three miles, and thought it was fair enough to go on. It was an overcast winter morning but there was little dampness in the air. The wind was W.N.W. We had some 45 fathoms of cable out and it took some time to get this in. The first stroke of the engines was about 5.45 or 47 and we started about 6.5. All the regulation lights were burning brightly, and I noticed when I went on the bridge that the telegraph was put to half speed, Mr. Coates being already there. I remained on the bridge until after the collision, all the people saved and the boats up. When we proceeded at half speed, as it was a dark morning I ordered a man to be placed at the steam whistle and to keep it going according to the regulations. When I was on the bridge I could see a fair navigable distance, possibly 3 miles. The whistle was kept going up to the time of the collision. Mr. Coates was directing the course of the ship. The fifth officer, Mr. Bruce, were also on the upper bridge. The man at the whistle was also there, but his back was turned to the bow, and he pulled the whistle as I told him. Mr. Bruce was working the telegraph and the whistle for a minute before I came up. Mr. Street, the chief officer relieved the fifth officer after the anchor was catted and fished. He told me that the lights were burning all right and that there was a proper look-out of two men. The telegraph was then at half speed and some few minutes afterwards the pilot gave the order "full speed" the weather getting clearer. I asked through the tube what the time was. The reply was 6.16. About 7 or 8 minutes afterwards the weather got darker and she was again put to half speed. I should say that the full speed that morning could not have been more than 10 knots as I don't think they got above 42 to 45 revolutions. I had not given a driving order, simply an order to steam. The ship's bottom was very foul at that time, as she had not been into dock for the greater part of a year. I saw a portion of the bottom at Penang and again at Colombo when the divers went down and pretended to scrub it, but I don't think they did much good. I saw the bottom when the vessel was docked here in Shanghai and it was very foul indeed. We had been getting very bad speed out of her from Singapore. Her half speed would be from 6 to 7 knots. I was standing beside the pilot on the port side on the upper bridge when she was put to half speed. The first I heard of the other vessel was a short sharp whistle about 6.36 a.m. apparently a little on the port bow. I did not then see anything. I remarked "Pilot there's a

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vessel on the port bow" and he immediately in the same breath gave the order "stop her, full speed astern, hard-a-port." I think I remarked, when I said "there's a vessel," "and she is pretty close too." I repeated the order, and saw that it was carried out, saw the chief officer moving the telegraph. I stopped the whistle then because it was roaring and might confuse the order. I saw a bright white light, a few seconds after I heard the whistle, a little on the port bow. It appeared through the fore rigging just under the fore yard, and as I said "There's his light," Mr. Coates said "Good God; she is going across. Hard-a-starboard." I repeated that order. I agreed with his observation. My own opinion was that she was porting and blowing her whistle and that she was going across our bow. Her whistle was roaring at the moment the ships touched, the moment of collision. It was quite a separate and distinct blast, from the previous short sharp blast. I took the short blast to mean there is a vessel underweigh on our port bow, and porting. I thought the proper manœuvre to make at that moment was to port also, so that we might go away from each other. My vessel was affected very little by the order "Hard-a port" because the order "Hard-a-starboard" came immediately upon it, and the first order was never perfectly carried out. Our whistle was giving short sharp blasts. The starboard helm affected the ship, to some extent, more than the port helm. The collision occurred, I should say within a minute and a half from the hearing of the whistle. The light was possibly 250 yards off when first I saw it. If at the time I heard the whistle, I had heard a bell instead, I certainly think there would have been time for me to have got clear. Had I heard the bell, I would have kept the helm hard-a-port and stopped the engines, because with a vessel at anchor on our port bow, and I gave the order quick enough to port our helm, there would have been time for me to get clear. We first knew that the other vessel was at anchor, after the collision, when we saw she was not moving. The shock of the collision was scarcely perceptible on the bridge. I saw the other vessel's masts and mast head light just a few seconds before the collision. The whistle came first, then the light. I thought that it was a mast-head light because I was 35 feet above the water and the light was above my head. For a few moments, we were enveloped in steam from the other vessel. I then told the chief officer to go forward and sound the wells and see what damage was done to us, and get all the men on deck. He returned in about three minutes and reported "very little damage to us and no water." I said "go straight to the boats and get them ready at once." The men then left their stations and I was on the bridge alone with the helms, man everyone else being at the boats.

Mr. WAINEWRIGHT—What height was your light above the deck? Witness about 54 feet.

How far do you think your whistle could have been heard? I think about from a mile and-a-half to two miles.

How long did you remain on the bridge? Till 11 o'clock, when everyone we could save was on board.

From the time you went on the bridge between 5 and 6? Yes? from that time.

At the time of the collision how many boats had you? Ten boats.

How far were they in a state of preparation? They were ready for lowering.

How were they manned; what proportion of the crew was necessary for lowering and manning the boats? All the officers except myself and the chief officer; that is 4 officers, the doctor, the boatswain and the 6 quarter-masters which make 12 Europeans, and the boats' crews made up of a certain proportion of lascars. For lowering the boats I would say that there were possibly 100 men out of the 149, the 49 being engaged about the engines.

There is not an atom of truth in the statement of the chief officer of the *Wan-nien-ching* that he heard the pilot call to me to lower the boats. I make the time of the collision 6.38. The first of my boats left the ship within 8 or 10 minutes afterwards. There was everything against them in lowering the boats. In ordinary circumstances the boats would have been in the water in 7 minutes, all the boats' gear, the falls etc. was frozen after they were let go, the weight of the boats would hardly take them into the water. Everyone was working with a will. I made a note in my pocket book at the time that at 7.20 several boats returned full of people. I should think the *Wan-nien-ching* was afloat for about half an hour before she touched the mud. She never sank exactly. It is quite possible that I asked Mr. Low what water they were in. I believe I did that. My idea was that the ship could not go down out of sight, and if he could calm the people and get them into the rigging we could save them all. I don't think he told the people this. The next I saw of him was in one of the ship's monkey jackets smoking a cheroot. It would have been impossible to have kept the *Nepaul* in contact with the other vessel. The tide was on our starboard beam and we would have swept round parallel to the other ship. The ship was also rising and falling from two to three feet with the sea. Bringing my ship alongside the *Wan-nien-ching* would not have done any good. The best thing I could do was to keep my bow close to the quarter of the other ship, which I did. In fact I think I once touched her. If I had steamed up to her she might have gone over on her broadside, and instead of saving 181 people, I might have knocked them all over and drowned them. The pilot let go an anchor after the collision, but I hove it up in a few minutes as we would have swung round on the *Wan-nien-ching*. When I had the anchor hove up, I said to the pilot that it was a better manœuvre, as I could work the ship better. He agreed with me. I saw the dingy of the *Wan-nien ching* coming to the *Nepaul* with someone with a fur cap in her whom I afterwards learned was the Chinese boatswain,—and a number of Chinese with their effects. I saw them on the deck of the *Nepaul*. I saw the dingy a second time lying empty and the second officer of the *Wan nien-ching* standing by, I said "Cannot you take that boat, which is a very good boat, back to the wreck? She might save some more people." I afterwards saw the dingy cast adrift. No effort was made by the officers of the *Wan-nien-ching* to save life except that some of them went in one of our boats commanded by Mr. Coates to the wreck; they afterwards changed to the dingy which was adrift and went to save a man whom we saw on the davits of the wreck. And the two boats were unsuccessful. I had a conversation with some of the officers of the *Wan-nien-ching*, on the bridge. The chief officer of the *Wan-nien ching* was the first I spoke to. He recognised Mr. Coates the pilot, and spoke about the Tungsha lightship. I spoke to the Captain and expressed my regret about the collision, and he made a general reply, that "It could not be helped, you have done all you could, and there is no one now alive on the ship." He also said that he was in his cabin and heard a whistle and ran out and saw one masthead light and one spar, and that the second mate ran forward and commenced to pull the whistle. I said, "Could you see our side lights and hull?" He said "I could not, there must have been some fog on the water, I cannot make it out. I was going to get underweigh myself." Nothing beyond a few civilities passed between us. I told him that he had the whole of the ship at his disposal and asked him if his people wanted any clothing. I also spoke to the chief engineer of the *Wan-nien-ching*, who came up during my conversation with the Captain. It was a general conversation. He said he had been called by the second engineer, who reported to him that steam was ready below, that he went out on deck, when the second mate who was busy about the anchor came up and blew the whistle, saying "Don't you hear that steamer coming?" and that he then looked up and saw the *Nepaul* and got on board. I produce the ship's log. I have prepared a memorandum (produced) showing that the speed of the ship did not answer to the number of revolutions owing to the foulness of the bottom and the want of immersion of the screw. It will be found at 53 that the ship is going at 9.4 with revolutions 42¾ which ought to give her a greater speed. This would show that although we were making the number of revolutions, we were not making the speed. The screw was just immersed on the voyage from Hongkong. At Singapore I had to take in 200 tons of sugar in order to get on. The draught was 19 feet 2in. forward and 20 feet 8 aft. Fogs form rapidly and disperse rapidly at certain seasons all over the world. I have never been so deceived as on this occasion. The pilot thought he could see so far, everybody thought they could see so far. We could see the masts and spars of the *Wan-nien ching* while we could not discern the hull. I know of ship's sailing into and out of strips or bands of fog especially in the months of rivers and estuaries. I have seen such fogs on the coast of Portugal.

Witness handed in a rough sketch of the position of the ships which he explained to the Court.

Cross-examined by Mr. DRUMMOND—Can you give the names of your engineers? I cannot without looking at the muster roll; Mr. Read chief, Fairweather, the second. I forget the third and fourth.

How long have they been with you? They change every time we are in London almost.

Give them to me out of the book. Donald third engineer, Thueron fourth, Coster fifth, Mr. Street, first officer, Mr. Cooper second, Mr. Rickett third, Mr. Philips fourth, and Mr. Bruce fifth.

They are all here, are they not? No, the engineers are nearly all gone away. Only Mr. Fairweather the second engineer.

In what ship? In the *Nepaul*. The chief and fifth officers are here.

Now with regard to the communication by tube with the man at the wheel. What is the distance from the upper bridge to the man at the wheel? The mouth of the tube forms a kind of trumpet and is right at the man's face; about 4 feet 6 inches high. You can call to the man unless the door is closed. As a rule there is always one door open.

When you give an order to the man at the wheel, is there any reply? Yes.

Always? Yes, I think always.

Who is it replies? The man repeats the order—"hard-a-starboard," or "hard-a-port."

The question I asked you was who is it replies? The man at the wheel. If the man calls out "steady," "port," "starboard" we can hear him, and can listen at the tube to get the answer back.

To the best of your recollection did you get the answers back as you gave them that day? I believe I was answered back on every occasion.

You cannot say positively? I think so. I am not quite sure about getting back the first order, but I am about the last, because the chief officer called out to him.

You cannot see at the bridge what the man at the wheel is doing? I cannot.

His LORDSHIP—But you can hear? Yes, I can upon the upper deck. It is a very light structure. The most minute order can be conveyed through the tube.

Mr. DRUMMOND—How long does it take you to put the helm over from "hard-a-port" to "hard-a-starboard?" I think it would take about half a minute.

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The wheel being at "hard-a-port," in half a minute in how long can you have it over at "hard-a-starboard?" In thirty-four or thirty-five seconds.

In half a minute? From half to three quarters of a minute. It is a steam steering gear.

Does your ship steer well? Exceedingly well. Answers her helm quickly? Very quickly.

Does she answer one helm more quickly than the other? That depends. Some ships with their right hand screw will answer starboard helm very quickly.

That may be very interesting, but it does not answer my question which may be answered in one word. I would say she does not.

How long does she take on the average from the time her helm is hard-a-starboard or port, till she changes her course? Before her helm is hard over she begins to feel it.

When her helm is hard over she begins to answer it very rapidly? Very rapidly.

Either helm? Yes, either helm.

At five o'clock that morning Mr. Coates, I understand, did not wish to go on; at 5.30 he did wish to go, and you assented? Yes.

Was there any special reason for you wishing to start then? No, except that we wanted to complete our voyage, and he said that. "The tide is waiting, let us go on."

Then it was an advantage to have the flood tide? I can give you Mr. Coates' exact words if you wish it.

I am asking you was it an advantage to have the flood tide? We were not bound to go with that tide or any other, except that he said "The tide is making and let us go on."

His Lordship—That was at 5 30? Yes, at 5.30.

Mr. Drummond—The flood had commenced? Yes.

If you had lost that tide, and assuming for a moment that there was no collision, would you have had to wait at Woosung for another tide? We should not have got further than Woosung in any case.

On the 21st did you get up from Woosung, or did you stay there? We stayed at Woosung. We anchored at Woosung.

When was your mail delivered do you know? It was delivered, on the 21st at about noon in Shanghai.

When would it have been delivered if it was not for the collision? On the morning of the 20th.

His Lordship—Just 24 hours earlier? Yes.

Mr. Drummond—At the time you started you think you could see about 3 miles? What kind of a morning was it? An overcast, cold, dark, morning.

That is correct? Yes.

Did you start your whistle as soon as you started on your way? Yes, the fifth officer did.

It was continually blowing? Yes, right through.

Who gave the orders, you or the pilot? Both of us, I think. I gave the special orders to keep a man permanently there.

Did you give that when you started? A few minutes afterwards, the officer was blowing it before.

You said that you both gave the orders, could anyone else give orders beside you and the pilot? Any officer could order the whistle to be blown if he thought it necessary, but only the pilot and I gave orders that morning.

Do you and the pilot give the same orders in navigating the ships? I generally repeat his orders, I suggest generally. "Don't you think we had better do so and so." I don't port when he starboards (laughter).

You do not have a discussion first? No.

Do you consider it necessary to keep the whistle going every two minutes when you can see three miles ahead? At any moment that there might have been a doubt about my being able to see two or three miles; I take the extra precaution when I am not quite sure about being able to see further than my whistle can be heard. It was a hazy morning, but I formed the idea that I could see three miles. I set my whistle going because it could not hurt anybody and I kept it going.

Could you see the bow of your ship from where you were standing on the bridge?—Distinctly.

Had you any look-out on the bow?—Two; a European and a lascar.

Davis was the man's name on the look-out at the time of the collision?—Yes.

Was he there first?—Davis was at the wheel first, a man named Seymour was at the bow when we started.

Before the collision? Yes.

Davis was on the look-out at the time of the collision? Yes, and some time prior to it.

Did he make any report to you from the bow before the collision. A man could not leave the bow and come up to me. He would only make a report by striking the gong.

In what way did he strike the gong to convey signals? We have signals of our own.

Did you hear him strike the gong that morning? I did not hear him, the whistle was going.

Did he report to you, to your knowledge, before the collision? I did not hear any report.

If he heard the whistle of the other steamer, how would he report it to you? By striking the gong once.

How would he report a light on the port bow? Anything on the port bow is reported by striking the gong once, on the starboard, twice.

There is no difference between reporting a light and a whistle? No. They are both reported alike.

If the man spoke to you from the bow, could you have heard him on the bridge? Not very well. I might or might not, according to the direction of the wind, and whether there was any other noise going on or not.

I understand the division of the work, between you and the pilot was that he was directing the course of the vessel, and you were looking after the details? Yes. The pilot is in charge of the ship.

And you do not take any part in it? I do not interfere with the course and speed. I think every one understands that there are duties for the Captain and others for the pilot.

Was anyone working the telegraph on the bridge prior to the collision? Yes, the chief officer and the fifth officer before him.

How long after you got underweigh was the chief officer at the telegraph? About 20 minutes.

He was at it during the collision? Yes.

Did you give any orders during that time on the telegraph? None, except I went to see that the orders of the pilot were carried out.

What speed had you up on starting?—Half speed.

Cross-examination continued—Half speed was kept up for 11 minutes, after which we went full speed for about 7 minutes according to my judgment of the time. I am very certain it was not more than double that time. We next went half speed which was continued till the order was given to stop, and full speed astern. That would be in time about 12 minutes, I cannot tell how long we were going full speed astern, perhaps about 3 or 4 minutes from the time of the collision. The next orders were two "slow, astern," and then "full speed ahead" just a few turns. There was a reason for the orders astern or they would not have been given. We wanted her to go astern. There was only a short time between the two orders astern. You have the engineers here to give you the times. The whole operation of the two slows astern took place in a few yards. We were then running backwards and forwards as required. The collision came in about one minute after the order "full speed astern." I should say our speed was about 4 knots at the time of the collision; not much more. The speed did not exactly correspond with the number of revolutions. The entries in the memorandum are absolute results as to speed, which depends upon the quality of the coal and the manner of stoking to some extent. The wind is not taken into consideration in the entries. The wind was nearly ahead, on the port bow. I saw nothing at that time. I told the pilot that she was pretty close in the other steamer. The pilot gave the order to stop her and put her helm hard-a-port. I agreed with that order. I judged the position of the other steamer by the whistle coming over our port bow, and my inference was that she was a vessel underweigh, porting her helm, but I was in ignorance as to her absolute position. Her whistle might indicate that she was going in any direction, towards us, away from us, across, or starboard, or port bow. If she had been crossing my bow, I would not have given the same order, I ported because I thought she was porting. The vessel might have been doing any of the four things I mentioned. If she had been going away from me, I would have kept on my course. I was running by the rules of the road, I ported my helm to increase my distance from her, acting on the best of my knowledge as to her position at the time. I saw her light clearly under the fore-yard. The rigging did not obscure it. I think it is highly improbable that her fore-yard might have obscured it before I saw the light. I think I saw the light first on the ship. I was standing on the port side, but the pilot was at the extreme port. Our telegraph is right amidships. I believe I said to the pilot "There's his light;" no one had remarked it before that as far as I know. I believe he said "Good God, she is going across" immediately afterwards. We saw her spars next. The orders were given simultaneously with seeing the light. At the moment the order "hard-a-starboard" was given nothing was visible but the light. I thought that she was going across from what I saw of her spars; from nothing else. It was then I saw her hull. That confirmed my idea that she was crossing our bows. I did not see any side lights on her, although I looked. I expected to see a green side light. If she carried them aft I would not have seen them; if well forward it occurred to me that they would have been obscured by our own bow. Our ship would travel ahead for about a minute and a half or two minutes after her engines were reversed when going at the rate of 4 knots in the time she was then in. It would depend on circumstances as to what distance she would go in that time. In still water it might be 300 yards, 400 at the outside. At 8 knots she would take about 3 minutes to stop dead, and would travel another ship's length, about 400 yards. I have never tried to go astern at 10 knots, but I would if it were necessary. At 10 knots she would run 500 or 600 yards, before stopping, maybe 700 or 800 yards. I have never tried and cannot say what time that would be.

His Lordship objected to this line of cross-examination as he considered it was a waste of time.

Mr. Drummond said that he wanted to test the calculation, as he thought the *Nepaul* was going at fully 10 knots, her own engineer having given the speed at 8, while the tide was at 2 knots.

Mr. Wainewright—The tide did not happen to be with us.

Cross-examination resumed—The time might have been 4 minutes. I produce my private note-book containing the entries

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made between 6.40 and 11 a.m. the hour I left the bridge on the morning of the collision. I think they were all written up at the same time. I did not write down all the conversation. I consider it safe to go ahead full speed sometimes when the weather is such that I have to keep a man constantly at the steam whistle, for as I said before when the weather is at all doubtful, I keep a man at the whistle, I do go ahead at full speed under such circumstances, as occasion may require it; that is if I could see 3 miles, and the whistle could be heard two. There was no absolute fog visible immediately before the collision. I account for not seeing the *Wan-nien-ching's* light before, and for its sudden coming into view, by saying that it was just run up, as a mast-head as we came into sight and as they were getting underweigh, or that it was hidden by her rigging. The hull of the vessel may have been concealed by a low lying white fog not more than 15 or 20 feet above the water. There is no other reason that I can suggest for our not seeing her sooner. What I mean by the *Wan-nien-ching's* whistle roaring is that it was giving out one continuous bubbling sound at the moment of collision, and which began almost as we were striking her or just before. I stopped our whistle when the order "hard-a-starboard" was given. It was a lascar who was at the whistle and he had his back turned to us; the noise was obstructing the orders, and I stopped him. It was a few seconds after that the ship was struck.

Re-examined. The diameter of the tube was about 10 inches, about the size of the mouth of a large cornet. On very rare occasions an order has been misunderstood by the helmsman. I have not the slightest reason for believing that they were misunderstood on this occasion. I kept the whistle going as a matter of extra precaution, not because it was absolutely necessary. I did not mean by saying "I don't interfere with the orders of the pilot," that I would not interfere with him if he gave a wrong order. Most certainly I would. The times I gave so far were from memory, not from the time book, which is more likely to be right. When I speak of miles, I mean nautical miles. I cannot say exactly how high our fore-yard is from the deck, I would say that it is fifteen or twenty feet from the upper bridge.

To Captain Ross—The engines stopped very quickly after the order. The engineer told me——

Mr. Latham objected.

Witness to Capt. Ross—The last sounding was ¼4. The steering gear is Stephen's of Glasgow, the builder of the ship. It is a small wheel. I think when we were going full speed I mentioned to the pilot that we could not see very well and that we were not in any hurry. Had we known that the ship was at anchor, and had kept our helm hard-a-port, I think we would have cleared her; at the worst we would only have taken her bowsprit.

To Captain Jackson—I don't think there was time to let go the anchors. We would have wanted a little notice to let go one stopper. That would have taken a minute. Before the anchor was let go, I think the collision must have occurred.

His Lordship—You said that you think you could have seen the mast head light if it had been up? Yes.

Mr. Wainewright—An anchor light, my lord.

By His Lordship—It was on the jib stay by the mast head halliards.

His Lordship—You could have seen it over the fog of it had been there?—Yes.

His Lordship—A light twenty-six feet from the deck, do you think you would have seen it? I think it is very doubtful.

The Court adjourned till Saturday.

19th February.

On the Court re-assembling,

John E. Coates was then sworn.

Before the examination was proceeded with, Captain Alderton was recalled and Mr. Wainewright asked him to produce a portion of the timber of the *Wan-nien-ching*, at the same time warning him to be careful, lest it might fly away (laughter)

Captain Alderton said that piece of timber had been given to him by the chief engineer.

Mr. Drummond objected unless the timber was deposed to by the engineer.

Mr. Wainewright—Very well I will prove it by and by.

Captain Jackson—I want you to put on the chart the position of the *Nepaul* the night before the collision.

Captain Alderton did so, and the chart was handed up to bench.

Mr. Coates was then examined and said—I am a lower Yangtsze pilot and have been one since 1862. I am one of the P. & O. Co.'s regular pilots, and have been in their employ since 1873. I was in charge of the *Nepaul* on her last voyage from Hongkong. I took charge of her about 9 a.m. on the 19th of January. I subsequently anchored about 4.30 on the same day. [Looking at the chart.] I agree with Captain Alderton as to the spot marked on the chart as the place of anchorage. I anchored because it was hazy weather. On the morning of the 20th at 5 o'clock, I came on deck and finding that the tide had not made sufficient to the westward, I did not get underweigh till 5.30, when I told the chief officer to go to stations; at 5.40, the chief officer reported steam ready, and the anchor up; at 5.55 I went easy ahead, the ship's head was N.E; headed hard-a-starboard; when the ship's head was N.W. ½ N. went at ½ speed. That was at 6 a.m. At 6.10 we went full speed, at 6.20, half speed, the whistle sounding frequently. It was hazy weather when we got underweigh, the same kind of weather as the day before. I could see five or six miles. I could not see any fog, and it was prefectly dry. It was 5 a.m. when I told the chief engineer to keep easy steam, so that in case I got into a fog I could anchor at any moment, I would be prepared to do so. The chief officer spoke to me as to when I was going to start and I told him about 5.30. He said he could see 3 or 4 miles. The wind, was W.N.W., and the force of the wind about from 3 to 4. I ordered the whistle to be blown immediately after we started, when we were going at half speed. The reason of this was that Ningpo junks frequently anchor in that road, and the sound of the whistle would give them an opportunity of burning joss paper 30 that we could get clear of them. I changed from ½ speed to full speed because the weather seemed clearer and daylight was coming. I requested the chief engineer the day before to go as fast as he could, as I was anxious to get up to Woosung, and our speed hardly reached 10 miles an hour. From that I would say that our full speed was about 9 knots, and half speed about 6, through the water. I went at half speed at 6.20, because it got darker and I could not see as well as I could before. When I was going half speed the second time, it seemed to me that I could see between three and four miles. I was then standing on the port side of the bridge on account of the current setting in that direction. I may have changed the course for a few minutes to shoal water, to N.W. I was trying to get ¼ 4 on the soundings; that is 25½ feet. The first I heard of the other ship was a sharp blast of the whistle which I took to be a steamer coming out of the river, and appeared to me to be nearly, or a little on the port bow. I gave the order "Hard-a-port, stop her, and full speed astern." That was almost in the same breath as I heard the whistle; as fast as I could repeat the orders I gave them. I gave that order because I thought it was a vessel coming out of the river and that he had seen me and he was signalling to me to port. I thought that he was porting. Up to that time the *Nepaul's* steam whistle had been going constantly every one or two minutes. I heard no report from the bow, none at all. Immediately the orders were given I saw a light nearly ahead, or a little on the port bow under the fore yard. It appeared to me a bright mast head light, and seemed about 20 feet above my line of sight from the bridge. I don't know that anybody saw the light before me. I think I saw it first. I saw the steamer at the same time. Before the man could put his wheel to port, I gave the order hard-a-starboard, I don't think that he had executed the first order, or that he could have given the wheel more than one turn. The reason I gave the order hard-a-starboard was that I saw the ship apparently crossing my bows to starboard. I should think the light was about 200 yards off when first I saw it. As I said I took it to be be a mast head light of a steamer crossing our bow, because it was so much higher than the ordinary riding light. I am sure that the order "hard-a-starboard" was obeyed. The collision occurred about one minute after the helm was hard over and between one and two minutes after the hearing of the whistle. I should think that our actual speed at the time of the contact was between 3 and 4 knots, the engines having been backing. I should judge the state of the tide to be dead neap, and not running, in my opinion, more than from ½ to ¾ of a knot. I don't think that it could have been running at 2 knots, or we could not have pulled our boats back so easily. It could not have been running at more than one knot. In that stage of the moon, and the wind N. or N.E., the current may have been in one direction, S. or S.W. for two or three days. The W.N.W. wind would cut the water out of the river and would have the effect of making the tide almost stationary with little or no current. The tide was setting about S.W. at the moment of the collision, according to my calculation. Taking all things into consideration, the tide was not helping us at all, but was right on our broadside, running at right angles to our course. It is quite possible that our stem was throwing up spray, as the lift of the sea from 2 to 3 feet would throw spray up 5 or 6 feet. If the ship was stationary this would make a wash if her head was turned to it. Our last sounding before the collision was ¼ 4. If I had heard a bell instead of a whistle I certainly would have had time to get out of the way of the other ship. I would then have stopped the engines and waited till I had seen something. Immediately I had seen the light I would have put my helm hard-a-starboard and gone easy ahead. The *Nepaul* is quicker on her helm than three-fourths of the P. & O. Company's ships, in fact quicker than any of them. I could have heard a bell from ½ to ¾ of a mile. I stopped the engines and tried to keep the ship in the gap, and gave the order "hands to boat stations, lower the boats." The current on our broadside turned the *Nepaul's* bow round, and tore it out of the gap in the transport. That was the first intimation I had of the ship being at anchor, when the *Nepaul* turned round. If the transport had not been at anchor we would have remained in the gap. I then gave the order to go astern to keep the *Nepaul* from striking her again. As soon as I found the *Nepaul* clear I gave the order, "hard-a-port, easy ahead," so as to get as close as possible to the transport, and let go my anchor to keep us in position. I went forward to see the anchor go down close to the transport but without touching. I then went up on the bridge and asked permission of the Captain to allow me to go to assist in one of the boats, as I could do nothing more on the ship. I

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went in the gig. The boats were down without any delay, except that the ropes being tarred were frozen. I gave the orders to lower the boats, and the Captain repeated them. It is not true that I asked the Captain, sometime after the collision, to lower the boats, the order being given "hands to boat stations," the moment of the crash. I said "Hurry with the boats, there are lives depending on them." It may have been 20 or 25 minutes till the transport sank. I had a conversation with some people of the *Wan-nien-ching*. I heard the Captain of the *Wan-nien-ching* tell the Captain of the *Nepaul* that he rushed out and told them to blow the whistle like mad. He did not say whom he told. He said something about a mandarin threatening to cut his head off. He said he saw the lightship 3 or 4 miles off, I said that that was entirely out from my position which was 7 or 8 miles off.

Cross-examined by Mr. Drummond—I have served for many years as officer of a ship, besides being a pilot. I have good eyesight and never looked for anything without seeing it. I never found the slightest difficulty in reading the smallest print. The weather on the previous day was hazy, I could see 6 or 7 miles and made all the lands and steep islands as I came along. There was no fog. My work has been for many years running between Hongkong and Shanghai. I go twice a year to Hankow, all the rest of the year between Hongkong and Shanghai. The ship is under my charge 120 miles going from Shanghai and 125 coming in. Fogs are common about Shanghai and along the coast of China from November to June. The character of the fogs vary, you may not be aware of it till you are enveloped in fog; you sometimes cannot see it till you are into it. Foggy weather would be a driving mist, and damp; hazy weather may be dry and you can see in it five or six miles, generally. Hazy weather is usually dry here. Sand storms often form the haze, and you can see in them about 5 or 6 miles. There are very thick fogs and very light fogs. I have never seen hazy weather as dense as foggy. I have never seen hazy weather in which I could not see about 3 miles. I have never seen haze travel in banks like fog. Fog often extends over a small area, but haze is not of that character. I have never studied whether haze comes out of the water, I should say not. I consider foggy weather is much more dangerous for navigation than haze. You see haze at night as well as in day, you can see a light at night about the same distance as the land in the day. You could see a ship's riding light in a clear night from 7 to 8 miles, in a haze from 3 to 4. When the weather is clear, I usually come in from Gutzlaff to the Tungsha Lightship, perhaps 2 miles north of the position which the wreck of the *Wan-nien-ching* is now lying in. I have never touched a ship on the North Bank yet, as I keep to the South Bank to avoid the other on which if a ship touched she might be lost. It was breaking daylight, between daylight and day, when the collision occurred, and 20 minutes afterwards it was quite daylight, all the rest of the morning was hazy, I saw the man-of-war pass us at what I would say was 3 or 4 miles off. If the collision had not occurred and judging by the weather in the neighbourhood, I think I would have been at Woosung at 10 30 I could not have started much later as we would have lost the tide. There was no hurry. The captain told me so, and to run no risk. I would not have had as much water on the Beacon Flats if I had started later; it is absolutely necessary to pass them at high water. I did not think I was running any risk. We come up the river both day and night. I have had charge of the *Nepaul* as a pilot on two or three occasions, and have been a passenger in her from London to Colombo, with the same Captain. I always keep the whistle sounding when it is dark and raining in the vicinity of pilot boats and junks. It is impossible to see the junks unless you blow your whistle, when they burn joss paper. I have often blown my whistle when I was going ahead before. I have reason to believe that Chinese ships are not subject to the same laws, or regulations as English. I know that there are many Chinese ships on the coast under the command of Captains of various nationalities. I know that junks are numerous at times along the South Bank. Ships anchor where they find it most convenient, and where they can float at low water. It is not a question of going to the east or the west or the north or south, with our heavy ships; we anchor where we can get water. Ships make for the South Bank along that line of soundings, for if they strike on the South Bank they are not damaged; while if they strike on the North Bank they are lost. The one is hard and the other soft. It was I who ordered full speed, not the Captain—I gave all the orders as to speed. He never made any remark as to speed, to my knowledge. I did not hear any report from the look-out at any time. The Captain repeated my orders "port" and "starboard" and the chief officer gave them through the tube. I was standing forward when I saw the light; I had my glasses in my hand and stood on the port side as I had more danger there, from the current sweeping me south. I thought that by putting the helm to starboard we could pass each other in safety. After hearing the transport's whistle we whistled once, and then the Captain, I think it was, who stopped the whistle so that the man at the wheel could hear the orders given. Our ship's whistle followed immediately upon that of the other vessel. I was giving the orders in rapid succession and do not know what orders the Captain gave outside then. The order to the man at the whistle was given by me to blow every one or two minutes. I usually blow it every one or two minutes in that neighbourhood, and if I find that he is longer than that in executing the order I tell him to blow. That is a general warning to other ships, the blows lasting about 10 or 15 seconds. The whistle blown to the other vessel was a short blast. I meant to convey by that that I was porting my helm. The Captain was, I think, looking out with me, and repeating my orders. I think that most of the orders were repeated by the Captain. I expected that the other vessel if she was end on would have answered me by another blast, but the next moment I saw her spars, and I supposed she was steaming across my bows. At the time I heard the whistle slightly on my port bow, and it might have been approaching me or crossing my bows to the north or south. My greatest danger was in a ship approaching me, and my hard-a-port order was given on that assumption. In any other direction there was less likelihood of having a collision. From the time I saw the light till the collision, was about a minute; in that the *Nepaul* probably travelled 200 or 300 yards I don't think the port helm had much effect on the ship and the starboard order, I think changed her course from ½ to ¾ of a point, more. Taking her original course before the orders "hard-a-port" and "starboard" it would be impossible for me to say how much she was taken out of her course. I could not say without looking at the compass. The engineer of the ship is not always right as to times. He may be out four or five minutes. I don't think engineers are more accurate than other people as to time. I don't know anything about engine rooms. We had nearly about the same wind the day before the collision, but it was much colder on the morning of the 20th. The only way I can account for not seeing the *Wan-nien-ching* sooner than I did was that she was in a belt of fog. She was apparently enveloped in haze, well I should say fog. I had not seen anything of fog before, but she seemed to be in fog which I had not seen before from the deck of the ship. That is not an unusual occurrence; we often run into belts of fog without knowing anything about it before, particularly along the coast of China. That was why I told the engineer to keep easy steam. I have seen a ship suddenly disappear in a fog. I gave the order "full speed astern," before I had seen the transport. My first impression about her course was a mistake. It would have been an utter impossibility to let go the anchor at that particular moment, as the men were not stationed there. It is not usual to keep anybody stationed there. It would take about 2 minutes, I think for the men to get to their stations at the anchor. I should say that if the men were stationed there ready to let go the anchor it would go down in about 2 seconds after the order. That would entail the risk of bilging the ship by running over the anchor in such shallow water, and tearing the plates off her bottom and sinking her. I would prefer the chance of the collision to running the risk of bilging the ship.

Re-examined by Mr. Wainewright—I think that the other ship could have steamed over her anchor as she had 35 fathoms and that would have given her 300 feet. If she had rung a bell I would have known that she was at an anchor. The man-of-war that passed was about 2½ or 3 miles off. That was about an hour after the collision, I think. I was using the glass scanning the horizon for over 3 or 4 minutes before the collision. The probability when I heard the whistle was that it was a ship coming out. For if I was overtaking her I would have heard it before. I think that if she was crossing my bow to starboard, to have gone full speed astern and put my helm to port would have increased the danger of collision. I would not in such a case starboard, but would port.

To Captain Ross—The *Nepaul's* whistle could be heard 1½ to 2 miles; before the wind, double that distance. Had I known it was a vessel at anchor I would have stopped. I think that if she had not been at anchor she would have gone across my bows. The usual thing to do when you go full speed astern is to blow several whistles. I think the whistle was stopped to let the orders be distinctly heard by the men at the wheel. I think the vessel headed N.E. by E. after the collision. There was no indicator on the upper bridge to show whether the helm was put the right or the wrong way. It is a very difficult thing to say what way a Chinese gunboat will steer.

To Captain Jackson—The light shown by the *Wan-nien-ching* was an exceedingly bright one. I took it to be a mast head light. I did not notice afterwards whether it was or not. I should say that a good riding light could be seen 7 or 8 miles off. I have seen such lights on pilot boats that distance. If a ship at anchor had a riding light which could be seen only 2 miles off she would not be to blame.

The Court then adjourned till 1.30.

Edwin Street was examined by Mr. Wainewright said—I am the chief officer of the *Nepaul*. I hold a master's certificate, I have been 20 years at sea, 15 years in the Company's service, and two voyages or about 5 months in the *Nepaul*. I remember the collision. I was on the bridge at the time. I went there about 8 minutes after 6 that morning and remained till after the collision. When I went on the bridge the engines were going ½ speed; my duties were to work the telegraph and assist in the look-out. Up to the time of the collision the telegraph was worked by me. It was a little hazy but I could see about 3 or 4 miles. It was a dry morning. The haze was dry. We went ½ speed up to

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6.16, when we went full speed. We afterwards altered it to half speed again. That was about 6.26, and it was altered by the pilot's orders. I learned the time by asking the man in the wheel house The weather was a little hazy when we altered the speed to half and we could see 1 or 2 miles, and the weather remained apparently the same up to the time of the collision. The first I heard of the other ship was the blast of a whistle a little on the port bow, or nearly ahead, at about 6 36. It appeared to me to be a sharp short blast. I formed the opinion that it was another steamer altering her course to starboard, or porting her helm. I was then standing by the telegraph. The order was given "hard a port, full speed astern" and then "hard astarboard" in almost the same breath. I communicated these orders to the man at the wheel as soon as they were given to me. Immediately I saw what I thought were the mast head lights of a steamer. That was just as the order "hard a port" was given, and before the order "hard a starboard." I thought it was a mast head light on account of its height and it appeared to be 4 ships' lengths off. Almost at that moment I saw the spars of the steamer showing up. Before this the *Nepaul's* whistle had been sounding blasts at intervals. We were about 3 ships' lengths off when I saw the masts and spars. Just about the time we struck the *Wan-sien-ching* her whistle was going all the time. I would say that the interval between the first short blast and the continuous scream of her whistle was nearly a minute. As far as I could judge our port helm did not effect the ship; starboard helm did slightly. I consider our ship's half speed that moment was between 6 and 7 knots. The ship's bottom which I saw in dock was foul. If the other ship had sounded a bell, instead of the first whistle which I heard, I think that there was time for us to clear her, I believe, by putting our helm, port or starboard, and stopping our engines. I could have heard a bell that morning with the wind blowing right down us as it was; I would have heard a bell ¾ of a mile. The tide was setting at the time right on our starboard beam. We could not have let go an anchor in time, and if we had I should look upon it as a dangerous manœuvre in that depth of water, by tearing up our own ship's bottom. I account for the collision by the other ship giving us the wrong signal. I account for not seeing her sooner because it was not so clear as we thought it was. After the collision I received orders from the Captain to sound the well, attend to the sluices, and let down the boats. It was more difficult than usual to let down the boats, because everything was frozen. Under the circumstances they were let down as quickly as possible.

Cross-examined by Mr. DRUMMOND—I think our ship had gone two or three degrees off her original course, by the porting and starboarding of her helm. It was about a minute from hearing the whistle to the collision I did not see the Captain give any orders through the telegraph that morning. I don't think he did, whilst I was on the bridge. I gave them all. It was not a very hard frost that morning; it was a severe frost; and everything was more or less frozen up. The ordinary precautions were taken that morning in case anything happened, the men were at their stations, the same precautions as we always take in a fog. There was a haze when we started, and it continued more or less till the collision. We usually blow the whistle when we are under weigh in a haze. The Captain also went on the bridge with the pilot. The speed was eased down and the lights were all burning. There are no other precautions than these usually taken in a haze. The boats were in the water at Colombo on the way up. We station the men at the anchor, ready to let go when we are going into port; on no other occasions, except when bringing it up. We lower the boats on every opportunity.

His LORDSHIP did not think that whether the boats could be lowered or not had anything to do with the collision. It would not effect his mind on the point and he would take no more notes on it.

Mr. DRUMMOND, thought the point was important.

Cross examination, continued—It was a haze and not a fog that morning when we started.

Re-examined by Mr. WAINEWRIGHT—We were not in a fog any time that morning.

To Captain ROSS Our whistle was blown every two minutes or less. If I had been in command and saw a red light on my port bow I should have put the helm hard a port and stopped I think that if our helm was kept hard aport and we were going astern as we were, we would not have cleared the transport. I think that she might have cleared if she went right ahead with her helm hard aport; she would not have struck like transport right amidships, but with a sliding blow.

To Captain JACKSON—We did not consider it necessary to ring the bell when we started that morning, nor did we ring it while we were at anchor.

To His LORDSHIP—If I thought that this vessel was crossing from port I would have ported our helm; if in the other way, starboarded it.

BERTRAM S SOMNER the second mate of the transport was recalled and in reply to Captain Jackson said that on the morning of the collision the Captain ordered him to get ready to start, and witness made the lights and everything ready. The side lights and the mast head light were ready below to run up. The anchor was not up however. He could not say whether everything was ready in the engine room.

Mr. EDWARD BRUCE was next called and examined by Mr. Wainewright—I am the fifth officer of the *Nepaul*. I went on watch at 4 o'clock a.m. on the 20th January. It was hazy round the horizon, and when we got under weigh I could see about 2 miles. It was a dry haze. I was on the bridge when we got underweigh I first ordered the engines "slow ahead," "half speed." I had nothing more to do with the engines after that. Just as I was going down from the bridge, they were ordered to full speed. The weather had by that time got a little clearer, and I think I could see from 2½ to 3 miles. I then went right aft.

The witness was not cross examined.

To Captain ROSS—I saw no lights but our own before we got under weigh. The bell was rung while we were at anchor that night, when the fog was on.

To His LORDSHIP—It was ringing while I was on deck from 4 o'clock and was kept ringing up to the time we got under weigh.

To Captain ROSS—The whistle was blown after we got under weigh. We would have rung the bell and blown the whistle without the weather being thick.

To His LORDSHIP—I could see about two miles when the bell was being rung.

FRANCIS SEYMOUR was next called and examined by Mr. Wainewright.—I was at the wheel when the collision occurred. I was on the look-out forward before we got underweigh, a lascar being with me. It was then hazy weather, and I could see about 3 miles. I remained on the look-out about an hour. I remained there till 20 minutes past 6 when it had thickened so that I could only see about a mile. While on the look-out I could see nothing and heard only our own whistle. I then went to the wheel and remained there till after the collision. I got the order to port, and before I had given the wheel one turn I got the order to hard a starboard. Just before that I heard a short blast from a steamer's whistle right ahead. I saw what seemed a steamer's mast head light, about half a minute after that. It was higher than riding lights are usually. I had the compass right in front of me and saw that the one turn to port did not alter the course. I got the helm hard to a starboard with two round turns and the ship answered. It was two minutes after the order to starboard that the collision came on.

Cross-examined by Mr. DRUMMOND—I left the lascar alone in charge of the lookout when I went to the wheel. The weather had then thickened and I could see about a mile. I had noticed nothing but the blowing of our whistle I answered both the orders to port and starboard. The answers could be heard on the upper deck. The collision took place about 6.38. I went to the wheel at 6 20. I could see the look out at the bow from where I was at the wheel. The man I relieved at the wheel went to the look out. His name is Davis. You cannot judge well of the weather from the wheel house.

To Captain ROSS—The order was simply "port," not "hard a port." I only gave her two or three degrees of port. I was then given the order "hard a starboard." When I went on the look out I got the order to keep "a bright look out forward" that is the usual order. I am supposed to report anything I see, by the gong, one for starboard, two ports, three ahead, the same for a light or land or anything. I would only report by the gong if I saw a boat under our bows and we were going to run her down. That would be enough to call the attention of the officer of the watch. We cannot report by word of mouth.

To His LORDSHIP—The order to keep a bright look out is generally given, when we relieve each other on a foggy morning.

ALBERT CONODEN was the next witness. Examined by Mr. Wainewright he said that he was an able seaman and had been at sea 18 years. He was in the chains immediately on starting on the morning of the 20th Jan. He could see about a mile through the haze. He kept the lead going constantly on the starboard side up to the time of the collision. He saw the other ship when she was about 4 or 5 ship's lengths off. He saw what he took to be her mast head light before her hull, and then heard her whistle. On hearing the order hard a starboard he looked ahead, but heard no other order. Judging the speed by the lead he would say that the *Nepaul* was going about 5 knots. His last cast of the lead just before the collision was ¼ four.

Cross-examined:—He could see half the hull, and the spars at the same time that he saw the light. He did not see the light on the vessel till after the order "hard a starboard. To the best of his knowledge he did not hear more than two whistles from the *Wan-sien-ching*. They followed each other very rapidly. The *Nepaul's* whistle was going pretty constantly before the collision, with intervals of a few seconds. It was blowing at the same time as the other vessel's and to the best of his belief went on up to the time of the collision.

Re-examined—From where he was standing in the chains was about 15 feet down to the water.

JOSEPH DAVIS examined by Mr. WAINEWRIGHT said he was an able seaman on the *Nepaul* and was on board the time of the collision. He had been second mate on a cross channel steamer between Waterford and New Milford for about 3 months. He was on the same boats in other capacities for 7 years. He was at the look-out at the time of the collision. The weather was hazy around the horizon, but it could not be called foggy. He could not have heard the bell if it was rung because he was in bed up to about half past five. He thought he could see about 3 miles when they started. The man Seymour relieved him at the wheel at 6.20. He immediately went to the look out. Where there was a lascar along with him. He stood about 8 feet

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from the port side. It was thick when they got under weigh and he thought he could see about a mile. To the best of his opinion he could see about half a mile at the the time of the collision. He was on the look out 15 or 20 minutes when he heard a whistle ahead, and saw a bright light. The whistle to him did not seem like as if it was given by an officer who was going to alter his course, but appeared like a thing done in a hurry. He took the light to be a steamer's mast head light, it appeared about 20 feet high and ½ a mile off He struck the gong three times immediately upon hearing the whistle and seeing the light. He walked over to the starboard side and saw the steamer, as he thought crossing the *Nepaul's* bows to starboard. When he first saw her outlines she was about 300 yards off. When he saw her as he thought crossing their bows to starboard, he also thought that if their helm were hard a starboard, they would clear her. But he looked for another minute and saw that a collision must occur, whereupon he ran and called the watch below. It was a few seconds till the collision occurred. A bell could be heard, according to his opinion, about two miles that morning, and if it was a bell and not a whistle were used he believed the collision could have been avoided. After the collision he saw the chief officer of the transport clinging to the *Nepaul's* bow and he said to witness something like "Hurry up there are two hundred people on board" Then a voice in the transport called out "hard astern."

The cross-examination of the witness, elicited nothing that has not already appeared. The "stand by book" was identified, and put in evidence [marked K].

Mr. Wainewright then tendered the evidence of the two lascars but Mr. Drummond said—I am very much obliged, but, I do not want them [laughter]

The evidence of the first and fifth engineers taken on the 8th February was then read as follows:—

John Reid (sworn), examined by Mr. Wainewright.—I am the chief engineer of the *Nepaul*, and hold a chief engineer's certificate. I have been a chief engineer nearly 13 years, and have been in the P. & O. service nearly 22 years. I have, with the exception of two voyages, been in the *Nepaul* 5½ years. I recollect a collision happening on the 20th January last. The ship had been at anchor during the night. I had orders to get steam at 5 o'clock in the morning, and it was up at that time. I went down at 4.45 and then moved the engines and then reported to pilot and chief officer. The vessel began to move at 11 or 12 minutes to 6. I was then with the Captain on deck and then I went down below at once. The first order was slow ahead, the next was half speed. That was about 6.10 and we went full speed at 6.15. I have a clock in the engine room. It is regulated by the saloon companion clock. The second engineer had charge of the watch. After the order had been given to go full speed I saw that it was executed and then ordered the 3rd and 4th engineers to turn in, leaving the 2nd and 5th engineers and others in the engine room. After full speed the next order was half speed at 6.30. Then "stand by." I was then standing by the engine room rail on the main deck near my cabin door and saw the telegraph below me go to "stand by." I then made my way below at once and saw the second engineer make the necessary preparations to do what might be necessary. That might take about 17 or 18 seconds. The telegraph and bell then went away to full speed astern. Between the order to "stand by" and full speed astern there was an interval of 30 to 40 seconds, and within 10 seconds afterwards the engines were going astern full speed. Then we felt the shock of a collision. She had then made about 5 revolutions astern. The shock was sufficient to make me say to the second engineer "My God, we have struck something." The next order was "stop," at about 6 37. I ran up on deck and remained there about a minute. I then returned to the engine room and sent the second engineer up. I produce the official engine room log, and point out the entries on the 20th. They are in my handwriting, and to the best of my belief they are correct. The time is taken from the report of the 5th engineer, whose duty it is to take the time. On the morning of the 20th with the amount of steam we had, the ship was going 49 revolutions. The engines were making them a few minutes before the order half speed was given. The maximum number of revolutions at full speed is 53. On this particular morning at half speed she was making about 34 or 35 revolutions. To bring her down from full speed to half speed would take about 5 minutes. That is to say the ship would be moving half speed at the end of that time. Our screw is a right handed screw. The pitch of it is 27 feet 8 inches. One revolution of the screw ought to propel the ship that distance. On the full speed basis of 49 revolutions without making allowance for wind, tide, slip or other matters the ship would make 12¾ knots in an hour. Deducting slip, and with a clean bottom her speed would be 12¼. On the day of the collision the ship's bottom was foul. That would make a difference of quite a knot in her speed. A head wind would make a further difference and so would tide. I know there was a head wind that morning. With full speed that morning the ship would be going about 11 knots. At half speed, taking all things into consideration she would have been going under 8 knots—7 to 8. The log shows the difference in distance actually run according to observation, and that calculated according to revolutions of screw. From half speed ahead if the engines were moved to full speed astern the ship would get stern way on in about 3 minutes or probably less.

Cross-examined by Mr. Drummond—The *Nepaul* has compound engines 600 h.p. nominal, working up to about 3,000. They are nearly 11 years old. They have never had any special repair or new boilers. They were in thoroughly good working order at the time of the collision. The orders are given by telegraph from the bridge to the engine room. A bell always rings when the telegraph goes—the same time and moment. It takes us generally 6 hours to get up steam from cold water. At anchor in the course of a voyage we keep the fires lighted. On this occasion all we had to do was to open the valves. The steam was up and we were ready in about 20 minutes. That was the first time we had anchored on the voyage up from Hongkong. We had come up full speed all the way up to anchoring. The engines were stopped at 4.50 p.m. on the 19th. The fifth engineer (whose name is Coster) wrote the notes from which I "made up the log." From the order being given slow ahead, if the engines were then standing still, they would begin to move slow ahead in about 10 seconds. From that to half speed would be a matter of a second. From half speed to full speed after getting the order would also be a matter of a second if there was full steam on. On the 20th when that order was given there was full steam on. Everything was just in order, and we were going full speed (say 49 revolutions) in 3 or 4 seconds after we got the order in the engine-room. I should think the ship would have had full speed way on in about 3 minutes. She went at full speed 15 minutes. From the time the order was given for half speed to the order to "stand by" was five minutes. When we began to move that morning I was talking to the Captain by the saloon companion on the spar deck on the starboard side. The weather was very cold. There was a little daylight. It looked likely to be a nice morning. There was a little haze. I did not notice any other ship or anything else outside our own ship. I was never outside of the engine room from the starting of the ship until after the collision. In the engine-room I cannot tell when the headway is off the ship—cannot judge at all. The ship is 375 feet long. If at half speed ahead the engines were reversed to full speed astern it would take one to two minutes before the vessel lost her headway. During that time she would go about an eighth of a mile through the water. At full speed all the time the *Nepaul* makes an average of 270 to 280 miles in the 24 hours. Not against the monsoon. The engines were going full speed astern when I felt the shock. Immediately after that the engines went away round faster owing to her headway being stopped. It was about a minute after feeling the shock that I got the order to stop. Two or three minutes after the order to stop I went on deck. The other ship was then on the port bow. I should say about 100 yards off. I saw her clearly I could see the men in the rigging plain enough. I don't think I could see the hull. I could see a portion of the bulwarks. It was blowing fresh and cold. I did not observe much fog. I stopped on deck about 20 or 30 seconds.

Re-examined by Mr. Wainewright—The time and the movement of the engines are given me by the 5th engineer to be written up in the log, nothing else. The engineer on watch puts down the number of revolutions the engine makes in his watch.

Arthur Coster (sworn) Examined by Mr. Wainewright.—I am 5th Engineer on board the *Nepaul*, and remember the collision on the morning of 20th January. I was in the engine room. I had been there since 4 a.m. After the ship started I was standing under the clock by the standby book. It stands on a little desk. This is it. It was my duty to log the time and the movements of the engines in that book and I did so. I never log fractions of a minute. I note movements from minute to minute *e.g.* 6.35 stand by and 6.36 full speed astern would not necessarily mean that there was a full minute elapsed between the two. There was a very small interval between the two orders on that morning. I had just time to write down the "stand by" when the telegraph went to full speed astern. The engine room clock is set by the saloon companion clock. It keeps fair time. I did not feel the collision.

Cross-examined by Mr. Drummond—I was not on deck that morning before the collision.

Frank Fairweather examined by Mr. Wainewright, said—I am the second engineer of the *Nepaul*. I hold a chief engineer's certificate. I was in charge of the engines on the morning of the collision. We moved the engines at 4.50 a.m. simply moved them, but did not start till 5.47. The order was "slow ahead," the next half speed. That was at 5.55. The next was "full speed" at 6.15 and at a little before 6:0, "half speed." All these orders were carried out immediately. The next order, at 6.35, was "stand by." The model produced shows how the telegraph is worked. The points of "stand by" and "stop" are adjoining each other on the dial. It is possible that the officer would put the order "stand by" at "stop." The next order was full "speed astern," a few second after the order "stand by." That order was executed immediately, and it was within 10 seconds after the order that the engines were going astern full speed. You cannot do it quicker. If I had got the order to "stop" instead of "stand by" it would not have made any perceptible difference in the time at which the engines were going full "speed astern." The times are taken from the clock in the engine room. After the engines had been going astern a few seconds I felt a bit of shock; that was about from 12 to 15 seconds after the order "full

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speed astern. The next order was "stop" and the next "astern," a few revolutions. I then went on working the engines backwards and forwards as marked in the time book, but no fractions of minutes are given. The revolutions were 48 that morning which would give a speed of nearly 13 knots without allowing for anything. If the bottom was foul and we had a wind the force of which was 4, with the tide on our beam, our half speed, according to the average slip from Hongkong to Shanghai, would be about 6½ knots. Half speed would be from 33 to 35 revolutions. The average slip from Hongkong was 30.6 and from Singapore to Hongkong 22 2. We had made about 6 revolutions astern when the collision took place.

The engine room log was put in evidence and marked L.

Cross examined by Mr. Drummond:—It cannot be judged in the engine room as to when the ships way is stopped.

Mr. Wainewright—That concludes the defendants case.

Captain Alderton was recalled.

Captain Jackson—The first officer of the *Nepaul* said that that the bell was not rung before the ship got under weight; the fifth said that it was rung. Do you remember was it rung or not? I heard it strike the hour, but it was not rung for fog. I did not hear it.

Captain Alderton then explained the working of the telegraph to the Court.

Captain Damstrom was recalled and in reply to Captain Jackson said that before he went on the bridge he did not hear a whistle blown.

The Court then adjourned till 10 a.m. on Monday.

21st February.

The hearing of the case was resumed this morning. The Court was pretty well filled during the day.

Capt. Alderton was recalled and said—Had I heard a succession of short blasts I would have taken it to mean that we were crossing a vessel's bows which was going astern and I would have kept on the port helm. I understand a succession of short blasts to mean that a ship is not under command; I take it to mean danger and that I was not to approach nearer. The Board of Trade regulations about whistling are the same as they are on the river.

Ah Too quartermaster of the *Wan-nien-ching* was cautioned, and in reply to Captain Jackson said he was on the bridge the morning of the collision, the time of which he stated was 6 o'clock. The Captain pulled the whistle, witness did not see any one else do so. He would have seen if anyone else pulled the whistle which was only done by the Captain, and it was not blown at all before the Captain blew it. It could not be blown without someone pulling the string which was slack It was a foggy morning and he and some of the sailors had oil skins on.

To His Lordship—The lights were burning brightly and no change had been made in them up to the time of the collision The mast head light and the side lights had not been brought up, but were ready lighted below. The men were making ready to leave the anchor. He did not leave the bridge till after the collision.

To Mr. Wainewright—He could see from his ship as far as across the river from the Settlement to the Pootung side,—two ship's lengths. He heard one short whistle—before the collision.

Mr. Coates was then recalled.

Captain Jackson—If instead of hearing one blast from the *Wan-nien-ching* you heard a succession of 7 or 8 what would you have thought? That the steamer was backing.

What you have done? I would have kept the same manœuvre except that I would have kept on the port helm.

Mr. Drummond in the course of summing up for the plaintiffs, which he did at greater length than we can give, said that the first point to which he would draw his Lordship's attention was the question of the law which governed both parties, which he had referred to briefly at the opening with the object of saving time. He had very little to add now upon that point, namely, that the plaintiffs were only subject to the general maritime law, and not bound by the regulations which were binding on English ships and those of other nations which had assented to these regulations. He had left it to his learned friend to state what laws his clients were bound by, and which up to the present he had declined to state. He (Counsel) was prepared to admit that the defendants were only bound by the same general maritime laws, while it was perhaps open to discusion as to whether these regulations were binding on them or not. The regulations as to the speed at which a ship should go in a fog were very vague, and on the point he referred his Lordship to the cases of mentioned in Marsden, New Edition, pages 215-16; with regard to the law applicable to both parties, to the cases of the *Sonia* (Lushington 410); the *Zoterine* (Swabey 196); the *Dunfries*, (Swabey 253); the *Leon*, [6 Probate Div. 149] and [1st Edition, Marsden 88]. The next point he raised was that the burden of proof rested upon the defendants, which he thought was accepted by them. His authorities on that point were the cases of the *George*, [9 Juris. 670]; the *Anna Lisle*, [11 Probate Div.]; the *Guilliamo*, [also 11 Probate Div.]. He contended that the defendants were to blame for five separate things: First; for starting before daylight without sufficient precautions; second, for undue speed at the time of descrying danger; third, for manœuvring in ignorance of the actual facts, and for contradictory orders; fourth, for insufficient look-out; fifth, for not stopping and anchoring immediately the fog commenced, when reducing from full to half speed. The facts in dispute between the plaintiffs and the defendants were very few indeed, the principal one in which there was any great difference was the question of time, but the point was after all immaterial and did not constitute an element of right or wrong in the case, as strictly speaking both parties could hardly be correct on that head. The other and more important question in which there was a difference of opinion was that of speed. The most important evidence as to speed was that of the engineer of the ship in motion. He had given his evidence prior to the trial, but his Lordship was no doubt familiar with it as well as with the rest. He said that he went at full speed at 6.15; at half speed at 6.30. In his cross-examination he referred to that another way and confirmed it by saying that he went at full speed for 15 minutes, and at half speed for 5 minutes. These statements were taken from the book, having been logged at the time by a man standing at the engine room clock and were more likely to be sound than the evidence of anybody else. He gave the number of revolutions at 49 that morning, first putting the speed down with allowances at 12¼ knots. Deducting the slip, he brought it down to 12 and taking everything else into consideration he reduced the full speed to 11 knots, and half speed to 7 or 8. That was the most striking and trustworthy evidence they had as to speed This large powerful ship had been going at full speed for 15 minutes and only at reduced speed for five, and during that five minutes according to the evidence of the chief engineer it would take her five minutes to get the way of the 15 minutes full speed off, so that the additional way from her 15 minutes full speed would have to be added to her rate. The tide would also have to be added, although there was some difference of opinion as to its force and direction, the defendants putting it at half a knot and the plaintiffs at two. The defendants said it was broadside on and did not affect the speed of the ship, while the evidence of its direction, that it was half flood, neap, almost agreed with the evidence of Mr. Coates as to the course of the ship at the moment of collision, and therefore in favour of his vessel. That was corroborated by the evidence of Captain Osborn who had the best knowledge of the tides. He thought from that, it would be seen that the force of the tide was 2 knots instead of ½ a knot, and there was no attempt to prove that it was against the *Nepaul*. He therefore thought it was only a moderate calculation and not an exaggeration, all things taken into consideration, the accumulated speed from the previous travelling at 11 knots, and the tide with her, to put down her speed at 10 knots, at the moment of descrying the object of danger, and that was the speed universally considered in such cases—the speed at the moment of descrying the object of danger either audibly or visibly. For that speed she was to blame and he argued that it was absolutely reckless under the circumstances. He would not trouble his Lordship with many of the minor points that might be considered in connection with the question of speed. His contention was that a ship could only lawfully travel in such weather, at a speed which would allow her to be stopped within the distance in which she descried the object of danger. The evidence of the plaintiffs, which was supported by that of the engineer of the *Nepaul*, showed that the ship could not be stopped in that distance, and the pilot almost agreed with that exactly, while the Captain's evidence showed that the way from the rate of speed at which he was travelling would have carried him twice the distance at which the danger was descried. Again, on the coast of China, captains had to exercise extra care in the handling of their ships, and that care had to be greater on such a large steamer than on a small handy vessel. Nor were captains, on the coast of China, which had never assented to the new regulations, entitled to expect audible warnings from other vessels, while under the old maritime law visual warnings and nothing else were only expected. It had been admitted on the other side that there were a great many Chinese steamers commanded by foreign officers not bound by the regulations now in force elsewhere, while some of the regulations were not even obligatory on English ships. His clients were not bound by the regulations except where they were exactly the same as under the general maritime law, while the special regulations with which they would probably be charged with breaking were quite new, and therefore not binding upon the ships of any country which had not accepted them. It had been shown that the plaintiff ship was at anchor and that the defendant ship ran into her and sank her. He submitted that there were some very awkward facts which the defendant had to meet, and the manner in which they had been met, was no doubt highly ingenious, but would not be believed carry conviction to the mind of the Court He was sure that the attention of the Court had been attracted by the striking unanimity of opinion on some points, and the identity of the words used by the defendants' witness in describing the light as a mast head light, and distinguishing between a haze and a fog. Everybody on the *Nepaul* saw a haze, and not a fog which he thought, very remarkable. Their witnesses came prepared to swear that there was only one short blast from the plaintiff ship's whistle, till Congdon, the leadsman, whose evidence was as good as any others on the point, while he was probably not as well up in the theory of the case, destroyed the "short blast theory" by stating that he heard two blasts. Again one of the *Nepaul's* officers distinctly stated their fog bell was rung during the night, all the others contradicting him. Davis, the lookout man carried Congdon's

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statement further, and described the whistle as like a thing done in a hurry. The learned counsel then proceeded at length to review the other points in the evidence for the defence, laying special stress upon the reason given by Davis "with that reckless truth which characterises him" for thinking that the light was a mast head light, "because he heard a whistle" (laughter.) He called the attention of the Court to the manner in which the Defendants' witnesses had given their evidence, and to their evident desire to make as it had as they could for the Plaintiffs. But, he said, the Defendants were upon the horns of a dilemma, for either the fog was so thick that it was necessary to keep the whistle going all the time, and they therefore were going too fast, or it was not foggy and they kept a bad look-out. It was impossible to escape from the one or the other horn of this dilemma. When they started they had everything against them; according to the Captain's evidence, the ropes were frozen and the boats would not fall into the water by their own weight and no one was stationed near the anchors. The loss of life was not before the Court, and he would only refer to it to show that extra precautions ought to have been taken when starting, or the *Nepaul* ought not to have started at all in the fog. She might have rushed into any of the junks, that are always in those waters, without being able to stop herself. The anchor could have been let down in two seconds if the men were stationed ready to let it go; if not in two minutes, and those two minutes were fatal. He cited the 13th article of the Regulations to show that every ship in fog or snow should go only at a moderate speed, and it was also laid down that a vessel in motion should keep clear of another at anchor. He referred his Lordship to a number of cases on the question of speed, amongst others to the *Europa*, [Pritchard 2nd Ed Vol. 1 180 and 187.] The *Pensylvania* [23 Law Times page 55.] The *Magna Charta* [25 Law Times 512], and to the case of the *Virid* [Swabey page 88] which showed that the carrying of mails was no excuse for an increased rate of speed. The speed should be regulated by the continuance or not of the fog or by the probability of falling in with other vessels rather than by the supposed distance that her horn or her bell would be audible. He referred his Lordship to several cases on the point, amongst which was that of the *Girolamo* [3. Haggard]. The next point was as regards the manœuvring in ignorance of the actual facts, and upon which he referred his Lordship to the case of the *Rona* v. *Ava* (29 Law Times, New Series. 781). In that case the proximity of the plaintiff vessel was made known to the other, by the officer on watch smelling the smoke, and he checked his ship's speed, which was right to do and altered her course which was wrong, as he was in ignorance of the other's position. Upon the appeal the Privy Council held that absolute knowledge was required before porting or starboarding, and that ruling applied exactly to the present case. He also cited the cases of the *Kirby Hall* [8 Probate Div. page 71] and to the *Ebor* [11 Pro. Div., 27, and 28.] It was wrong of the *Nepaul* to change her helm on speculation, and the whistle of the *Wan-nien-ching* had no effect on account of the speed of the other ship and it was immaterial as to which fault the defendant was found to blame for. The learned Counsel then dwelt upon the fact that the *Nepaul* should have anchored instead of proceeding in the fog, and upon which he referred to case of the *Otter* [L.R. 4 Admiralty and Eccles. 203.] It was not necessary for him to refer at length to the plea of inevitable accident, for it was customary whenever a ship in motion ran into another at anchor to raise that plea, here it was not in any way supported. Upon the point he quoted a number of cases including the *Europa* [13 Juries], the *Despatch* [3 Law Times New Series, 320]. He contended that under the circumstances the *Nepaul* was liable for £15 a ton. In conclusion he said the Plaintiffs were charged with four things, namely: firstly, insufficient look-out; secondly, insufficient lights; thirdly, not ringing a bell, and fourthly, with improperly blowing a whistle. He submitted that the look-out and the lights were good and proper; there was no duty to sound a bell and blowing a whistle was the only and the right thing to do at the moment. The answer to why the whistle was not heard on the *Nepaul* was supplied in the fact that the *Nepaul's* whistle had to be stopped to allow the orders to be heard, and Davis said he sounded the gong three times, but the captain said he did not hear it. It was absolutely impossible that the Captain of the *Wan-nien-ching* could have done anything else than he did, and Captain Alderton had told them that he understood rapid whistles to mean danger. He referred to the cases of the *Iron Duke* [9 Juries 476] *Rogers v. McCune* [Pritchard, note 70] and the *Clyde* and *Londonderry* [Pritchard 146] On those authorities and for the reasons given he contended that the Plaintiffs had succeeded in showing that the defendants were liable and solely liable for the collision, that the plaintiffs were not to blame and that it could not be held to be an inevitable accident.

Mr. Wainewright in summing up for the defendants strongly objected to the term "old law" applied by his learned friend to the general maritime law, which he did not dispute the plaintiffs were under, and which he was ready to admit the defendants were also bound by Maritime law was defined By Dr. Lushington in the case of the *Zollverine* (Swabey 96) as the law usually prevailing amongst those nations navigating the seas where the collision takes place. The "Regulations for preventing collisions at sea" had now been adopted by almost every nation except China, and had virtually become Maritime law in the widest sense. He found by the Customs official returns that in the year 1886, of 2,085 ocean-going steam ships that entered and cleared at the Customs, 1,076 only were Chinese, so that considerably more than half of the ships likely to be encountered in these waters were bound by the Regulations. It was shown by the evidence of the Captain and officers of the *Wan-nien-ching*, as to her lights, bells, whistles, &c., that she was navigated according to the regulations. He referred his Lordship to page 216 Marsden and to 374 Swabey to show that foreign vessels were bound to observe local regulations. He quite admitted that the burden of proof was upon a ship in motion which ran down another at anchor, but that did not at all absolve the ship at anchor from taking such precautions as were reasonable to prevent her being run into. He referred his lordship to the case of the *North American* and the *Wild Rose* [2 Maritime Law cases 319] which was analagous to the present case. The *North American* was a vessel at anchor in mid-channel and she was run into by a steam ferryboat which was held not to blame, because the *North American* was not ringing her bell. With regard to the acts and defaults of the *Nepaul* he quite admitted that it was her duty to have a good look-out, to proceed at a reasonable rate of speed, and to exercise every care; but he contended that it was also the duty of the *Wan-nien-ching* to keep a good look-out and to use the proper signal, according to the universal practice of the present day, which is to ring a bell in a fog. She had no business whatever to blow a whistle when she was at anchor, and by doing so she misled the *Nepaul*. He agreed with his learned friend that the difference of time was immaterial. With regard to Mr. Drummond's contention that they were wrong in starting when they did, he said that they had just as much right to start then as they had to go on. According to his learned friend's contention, if they found the ropes frozen they would have to stop to thaw them. (Laughter). That would hardly be practical navigation. He thought it should be presumed that the officers and pilot of the *Nepaul* were not likely to do anything reckless, and he was sure the Court would find that they had acted with caution and in such a manner as experienced navigators would act. It was a question of weather and upon this question the case principally turned. When so many questions were asked about the lowering of the boats, he (Mr. Wainewright) had had a horrible misgiving that the case was going to be turned into another Nagasaki affair, but happily that had been averted. (Laughter.) Mr. Wainewright proceeding to review the evidence and arguments at length, said that the experiment of letting go the *Nepaul's* anchor to avert the collision was too dangerous to be entertained for a moment; as to the rate of speed at which she was travelling he urged that it had been shown that the rate was not excessive, on a ship provided with the best appliances for communicating with the engine-room, with steam steering gear and three experienced men on the bridge. They reasonably expected moreover, that the plaintiffs' vessel would do her part in assisting in the safety of the navigation. Regarding the dilemma or the "cleft stick" on the horns of which the learned Counsel for the plaintiffs said his (Mr. Wainewright) clients were, he said it was not a very difficult one. The whistle was simply blown as a warning to junks to get out of the way, not because the weather was so foggy as to render it necessary. He commented upon his learned friend getting hold of the fact of one of the more inexperienced witnesses for the defence using the word "fog" and not "haze" like the others, and asked if he accepted the rest of his evidence as readily. He thought that the Court would agree with him that Mr. Coates' evidence as to the tide was more reliable than that of Captain Osborn, who was talking of the tide 9 miles off. He contended that the case of the *Rona* v. *Ava* did not bear upon the question here. In that case the lights were obscured by the smoke and it was her duty to stop, while in the present one the moment there was the slightest inkling of danger, the engines were stopped and reversed. The manœuvres would have been successful, if those in the *Nepaul* had not been deceived by the wrong signal from the other vessel. The plaintiffs, he contended, had failed to show that the defendants' manœuvres were improper. He relied upon the fact that witnesses who were well qualified to give an opinion had sworn that if they had heard a bell instead of a whistle, the *Nepaul* would have cleared the other ship by porting her helm. He differed with his learned friend, and he thought the Court would differ with him when he said that because the *Nepaul* reduced her speed, she should have anchored altogether. The evidence on both sides showed that the weather was sufficiently clear up to a very short time before the collision. He quoted the Board of Trade regulation as to the size of fog bells and said that the bell of the *Wan-nien-ching* was sufficient and ought to have been rung. The officers of the plaintiff ship admitted that they were acquainted with the regulation and would have rung the bell if there had been a fog, and he quoted the opinion of Professor Tyndall against that of Captain Osborn as to the distance at which a bell could be heard in a fog. That eminent authority in his work "On Sound" stated that rain, hail, snow, or fog has no property obstructive to sound and that in fact the state of the atmosphere in a fog is highly favourable to the transmission of sound. He alluded to the remarkable character which the evidence for the plaintiffs suggested that the atmosphere had before the moment of the collision, namely of turning long blasts

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into short ones, (laughter.) If they had had a look-out they would have heard the *Nepaul's* whistle sooner than they did. He contended that it was impossible that three such experienced sailors as Captain Alderton, Pilot Coates, and Mr. Street could have been mistaken as to the height of the *Wan-nien-ching's* light. He commented upon the remarkable absence of evidence as to any trustworthy look-out, and suggested that the Chinese quartermaster and the others mentioned by him put on their oil skins more for the purpose of warmth, then to keep out wet and were snug in the galley or elsewhere. He thought that the Court would hold with him that the evidence for the defence was more trustworthy than that for the plaintiffs, and that the latter were solely answerable for the collision.

Mr. DRUMMOND replied.

His LORDSHIP consult with the assessors, and said he would give judgment on Wednesday.

23rd February.

Judgment was delivered this morning, the Court being very crowded.

His LORDSHIP, in giving judgment, said that the *Nepaul* was proceeding at an undue rate of speed and that the reversal of her helm to hard-a-starboard was an error of judgment and caused the collision. The case of contributory negligence was not made out against the *Wan-nien-ching*, and therefore the *Nepaul* was wholly to blame for the collision. There would be the usual decree and reference to the registrar.

H.B.M.'s POLICE COURT.

Shanghai, 16th Feb., 1887.

Before GEO. JAMIESON, Esq.,
Acting Assistant Judge.

DESERTION.

Six of the crew of the ship *Colchester*, named Martin, Fay, Sullivan, Ullrich, Patch and Hauds, were charged with having deserted from the vessel, on the 14th inst. The prisoners admitted the charge, but pleaded that they were afraid to go back to the ship in consequence of the violence of the officers, two of whom were fined last week for assaulting some of the prisoners. There was no proof, however of this statement, and His Worship sentenced each prisoner to a month's imprisonment and ordered each to forfeit six days' pay for each day absent from the ship, the prisoners to be put on board if the vessel sailed before the end of the month, and lastly to pay all the costs of the summonses.

A WOMAN'S SUFFERINGS AND GRATITUDE.

A VOICE FROM AUSTRIA.

Near the village of Zillingdorf, in Lower Austria, lives Maria Haas, an intelligent and industrious woman, whose story of physical suffering and final relief, as related by herself, is of interest to English women. "I was employed," she says, "in the work of a large farmhouse. Overwork brought on sick headache, followed by a deathly fainting and sickness of the stomach, until I was unable to retain either food or drink. I was compelled to take to my bed for several weeks. Getting a little better from rest and quiet, I sought to do some work, but was soon taken with a pain in my side, which in a little while seemed to spread over my whole body, and throbbed in my every limb. This was followed by a cough and shortness of breath, until finally I could not sew, and I took to my bed for the second, and, as I thought, for the last time. My friends told me that my time had nearly come, and that I could not live longer than when the trees put on their green once more. Then I happened to get one of the Seigel pamphlets. I read it, and my dear mother bought me a bottle of Seigel's Syrup, which I took exactly according to directions, and I had not taken the whole of it before I felt a great change for the better. My last illness began June 3rd, 1882, and continued to August 9th, when I began to take the Syrup. Very soon I could do a little light work. The cough left me, and I was no more troubled in breathing. Now I am perfectly cured. And oh, how happy I am! I cannot express gratitude enough for Seigel's Syrup. Now I must tell you that the doctors in our district distributed handbills cautioning people against the medicine, telling them it would do them no good, and many were thereby influenced to destroy the Seigel pamphlets; but now, wherever one is to be found, it is kept like a relic. The few preserved are borrowed to read, and I have lent mine for six miles around our district. People have come eighteen miles to get me to buy the medicine for them, knowing that it cured me, and to be sure to get the right kind. I know a woman who was looking like death, and who told them there was no help for her, that she had consulted several doctors, but none could help her. I told her of Seigel's Syrup, and wrote the name down for her that she might make no mistake. She took my advice and the Syrup, and now she is in perfect health, and the people around us are amazed. The medicine has made such progress in our neighbourhood that people say they don't want the doctor any more, but they take the Syrup. Sufferers from gout who were confined to their bed and could hardly move a finger, have been cured by it. There is a girl in our district who caught a cold by going through some water, and was in bed five years with costiveness and rheumatic pains, and had to have an attendant to watch by her. There was not a doctor in the surrounding districts to whom her mother had not applied to relieve her child, but every one crossed themselves and said they could not help her. Whenever the little bell rang which is rung in our place when somebody is dead, we thought surely it was for her, but Seigel's Syrup and Pills saved her life, and now she is as healthy as anybody, goes to church, and can work even in the fields. Everybody was astonished when they saw her out, knowing how many years she had been in bed. To-day she adds her gratitude to mine for God's mercies and Seigel's Syrup."

MARIA HAAS.

The people of England speak confirming the above.

AFTER MANY YEARS.

"Whittle-le-Woods, near Chorley,
"December 26th, 1883.

"Dear Sir,—Mother Seigel's medicine sells exceeding well with us, all that try it speak highly in its favour. We had a case of a young lady that had been troubled many years with pains after eating. She tells us that the pains were entirely taken away after a few doses of your medicine.—Yours truly,

"E. Peel."

AFTER SEVERAL YEARS.

"Stoke Ferry, January 9th, 1884.

"Gentlemen,—I have used Siegel's Syrup for several years, and have found it a most efficacious remedy for Liver complaints and general debility, and I always keep some by me, and cannot speak too highly in its praise.—I remain, yours truly,

"Harriett King."

AFTER SIXTEEN YEARS.

"95, Newgate Street, Worksop, Notts,
"December 26th, 1883.

"Gentlemen,—It is with the greatest of pleasure I accord my testimony as to the efficacy of Mother Seigel's Syrup. My wife, who has suffered from acute Dyspepsia for over sixteen years, is now perfectly better through the sole help of your Syrup. I have spent pounds in medicines from doctors—in fact, I began to think she was incurable, until your marvellous medicine was tried.—I remain, yours, thankfully,

"Alfred Ford."

THE EFFECTS HAVE BEEN WONDERFUL.

"Ilford Road Dispensary, Dukinfield,
May 3rd, 1884.

"Dear Sir,—I am happy to inform you that the sale of your Syrup and Pills increases here continually. Several of my customers speak of having derived more benefit from the use of these than from any other medicine. In some instances the effects have been wonderful.—Yours very respectfully.

"Pro. Edwin Eastwood, J. B."
(1 alt) tf 37

Miscellaneous Intelligence.

PASSENGERS.

DEPARTED.

Per str. *Yokohama Maru*, for Nagasaki—Dr. and Mrs. Arnold, and Dr. E. Ruegg. For Kobe—Mr. E. H. Latty. For Yokohama—Mrs. Fukuoka, Major Bunnet, Messrs. P. H. B. Egerton, C. A. Tate, E. Smith, S. Baxendale, R. Tienes, A. J. Lines, E. H. Gayton, A. H. Gower and R. H. O'Farrell.

Per str. *Peking*, for Hongkong—Messrs. J. Hore and P. H. Kennely.

Per str. *Kiangyu*, for Nankin—Rev. Mr. Mazint.

ARRIVED.

Per str. *Satsuma Maru*, from Japan—Rev. M. C. Wilcox, wife and child, Messrs. E. C. Shaw, P. E. Cameron and Max Val.

Per str. *Ichang*, from Ningpo—Ven. Archdeacon Moule, Mr. and Mrs. Yorke, Dr. C. C. Daly, and Mr. P. M. Petersen.

Per str. *Ningpo*, from Hongkong—Messrs. Bernard and Pastalagyi.

Per str. *Taiwo*, from Hankow—Mrs. Ayrton and child, Messrs. Gratton, Bland, Hart and Woodall.

Per str. *Poochi*, from Chefoo—Mr. A. B. Garriock.

Per str. *Sual*, from Hankow—Rev. Mr. and Mrs. Foster.

Per str. *Yangtsze*, from Hongkong—Mrs. Smith, Messrs. Saunders and Brown.

Per str. *Yuenee*, from Hankow — Mr. Moorehead.

Per str. *Tsuruga Maru*, from Chefoo—Mr. and Mrs. Moorhead, Misses (3) Moorhead, Mrs. Price, and Mr. Sakaki.

Per str. *Kiangfoo*, from Hankow—Mr. and Mrs. Burnett, Miss Green, Messrs. Neeson and Kingsmill.

LEAVING.

Per str. *Thames*, for Hongkong—Messrs. J. S. Bland, Yau Pun and servant, A. C. Flockton, Ng Pong-ke and servant. For London—Mr. and Mrs. R. Burnet, and 2 infants, Mrs. Moorehead and (3) Misses Moorehead, Rev. A. Foster, Miss Green, Captain Alderton, Messrs. E. Shee and Stead.

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OPIUM

RETURN FOR WEEK ENDING 19TH FEBRUARY, 1887.

Imported	Malwa. Chests.	Malwa. Pls.	Patna. Chests.	Patna. Pls.	Benares. Chests.	Benares. Pls.	Persian. Chests.	Persian. Pls.
Imported and stored on board Receiving Vessels	583½	586.50	..	..	..	..	..	..
Returned from shore on board R. Vessels	..	—	..	..	..	..	..	..
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed	..	..	..	..	..	..	..	..
Landed direct	..	..	..	..	..	..	..	..
Total	583½	586.50	..	..	..	..	..	..
Landed from Receiving Vessels and intended chiefly for Local consumption	3	3.00	..	..	10	12.00	..	..

Re-Exported from board Receiving Vessels:—

Description.	Chinkiang. Chts.	Chinkiang. Wght.	Wuhu. Chts.	Wuhu. Wght.	Kiukiang. Chts.	Kiukiang. Wght.	Hankow. Chts.	Hankow. Wght.	Chefoo. Chts.	Chefoo. Wght.	Tientsin. Chts.	Tientsin. Wght.	Newchwang. Chts.	Newchwang. Wght.	Ningpo. Chts.	Ningpo. Wght.	Wenchow. Chts.	Wenchow. Wght.	Foochow. Chts.	Foochow. Wght.	Hongkong. Chts.	Hongkong. Wght.	Total. Wght.	Total. Pls.
Malwa	3	3.00	161½	161.50	72½	72.50	10	10.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	246	246.00
Patna	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Benares	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Persian	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Turkey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	3	3.00	161½	161.50	72½	72.50	10	10.00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	246	246.00

COMMERCIAL INTELLIGENCE.

Shanghai, 22nd February, 1887.

PIECE GOODS.—There have been further arrivals from Tientsin, and the extreme severity of winter along the Yangtsze valley is past, but neither incident, nor, in fact, any other—the improvement that has taken place in the values of some cotton staples, and the news that the *Shansi* Bankers have, after an absence of about four years, re-appeared in our midst as credit and financial media, to wit,—has availed to lighten the depression caused by the untowardness of exchange throughout the past week. The decline in sterling considerably more than absorbs the rise in goods. Yet it would still be well for Importers if the assurance remained to them that the worst had been reached. They would then have some notion of where they are and what they could do. But, as it is, they are utterly "at sea;" they are consumed with their own anxiety, and they are powerless to combat the "great evil that has come upon them." Moreover, even the hope of screwing something by way of solatium out of the dealers, on whom the enhancement of rates already established is exercising a retiring influence, is fast vanishing; and the best of it all is that every body—outside the swim—says there is absolutely no reason for the present upsetting of their calculations.

Advices from Tientsin say that the weather has become milder, but here there is as yet no sign of preparation on the part of the steamers for their departure northwards other than that the godowns have been filled with goods ready to be put on board, and which will be shipped immediately the Peiho is reported navigable. At Hankow business was slowly reviving, and Woollens have slightly improved at this place in consequence; and the arrival of a vessel from Chefoo the other day was signalised by some enquiries for goods suitable for that market. But from our other dependencies the news of the week has been without interest.

Gray Shirtings.—8½-lbs.—The settlements of the week have been small, the disposition to buy being checked by the higher demands of holders partly, and partly because much of the cargo is already sold. The business reported hardly reaches 15,000 pieces, and portion of that consists of good still a float. The quotations are *Blue China Woman* T1.42, *Large Lion and Flag* T1.47½, *Centaur* T1.57½, *Silver Scroll* T1.61, and *Blue Lion* T1.65 per piece. Of 10-lbs. and 11-lbs. some 6,000 pieces have changed hands, the *Gorilla* realising T1.90, *Silver Plate* T2.05, and *Gold Lion* T2.15 per piece; and a few *Lie Eagle* 6-lbs. have been settled at T0.92 in private. None of these quotations go far by way of indicating the state of this market, but the auctions have again spoken very decisively, a further advance having been established in the values of almost every cheap in every weight exposed for sale. Medium to good medium kinds of 8½lbs. are wanted but they are low in stock.

White Shirtings.—Nearly 12,000 pieces (of 72/80-reed chiefly) have been reported sold as follows:—viz.,—64-reed—T1.40 for *Eagle* low count, *Blue Boar Hunt* T1.54, and *Blue Stag* T1.75 per piece, and for 72/80-reed *Gold Vase* T1.82½, *Green Dragon* T1.86 and *Gold Ram* T2.10 per piece. Some demand for high grades of undressed cloths prevails, but the offers made are very low.

T-Cloths.—The market has been quiet, but although little has been done prices have been upheld in private and improved upon in auction sale. The published business of the week—exclusive of the auction quantities—is under 5,000 pieces in the aggregate, and embraces *Blue Pheasant* at T1.04, *Simple Man and Fish* at T1.04½, *Two Old Men* at T1.06½, *Red Tiger* at T1.16 and *Red Dragon* at T1.19 per piece. Indent offers for good descriptions are still being submitted home.

Drills.—A small lot of *(American)* P.M.C. has changed hands at T2.57½ per piece, but it seems doubtful—if demand do not become brisker—whether that will be long maintained. The *Devonshire* has arrived and her cargo is not calculated to make prices incline upwards. Of *English* the transactions amount to 5,300 pieces or so. Common *Dragon* being quoted T1.25, and *Crocodile* T2.43 per piece.

Jeans.—*English* have been made dealt in at auction only. In the *American* import 1,000 pieces of P.M.C.J. at T2.00 per piece are announced.

Sheetings.—*American* No 1 *Phœnix* (4,000 pieces) was sold at T2.40 as last mail was closing, but since then no transaction has been made public. In English of fine quality, however, there has been business to extent of between 5,000 and 6,000 pieces, ■ from T2.38 to T2.47½ per piece, and holders appear confident on raising buyers another couple of candareens or so before long.

Cotton Yarns.—About 400 bales of *Bombay Yarn* have been settled by the Northern men this week at quotations running from T52 *a* 52½ for 16s. and T54½ to T57½ for 20s., the maximum rate being for *Blue Fish* and *Four Horses* of the respective Nos.—*English* 28s. *a* 32s. have been asked for and stocks in good shop would fetch comparatively high prices, say from T68 *a* 71 per bale, but there is very little to be had.

Fancy Cottons.—Plain *Cotton Italians* are scarce and, of course, much wanted, but *figured* stuffs are heavy in stock and difficult of sale. *Handkerchiefs* continue marketable, and this week 5,000 doz.—28×28—have been placed at T0.43½ per doz. A little parcel 60 pieces *Velvets* (*Bear*) has realized T0.12.1 per yard; and the sale, of 1,500 pieces *Gold Dragon* 2½-lbs. *Turkey Reds* at T1.12½ per piece and 500 pieces 5-lbs. *Green Fisherman* at T1.89 per piece are announced, but otherwise nothing worthy of record in this department has been divulged.

Woollens.—A few low quality *Camlets* have changed hands at low prices, but the market in private generally is very dull. At auction, however, last Wednesday and Thursday prices rallied considerably, and should the next advices from Hankow be favourable we shall probably see a further improvement here. Medium makes are wanted in Indent, but at a decline of about ½ Tl. per piece on previous sales, and so the chance of business resulting is small. *Scarlet Long Ells* have been sold in trifling lots at a slight advance on last mail's currencies, and a small trade in *Spanish Stripes* has been put through—*B.T.I. Scarlet* being quoted T0.45½ per yard. But I have not heard of a sale of *Lastings*, although the results of yesterday's auction betokened an improving market. *Italian Cloths* have been asked for, but at rates which holders decline to accept. In regard to *Cloths* nothing has transpired, and *Figured Orleans* remain very much as last reported upon.

Metals.—From Mr. Alex. Bielfeld's Report:—During the week elapsed business has remained in about the same position as last advised. A good demand has existed for a variety of articles and transactions in some goods have been quite numerous. Lead.—The market is very steady on the spot. 155 tons L. B. have been settled at T4.17½ and small lots have changed hands at T4.20. Nailrod Iron.—Has remained at the point at which it was left last week, and not a feature of interest can be recorded. Bar Iron.—Continues in moderate request, and native holders meet with some difficulties to pass off their recent large purchases. Pig Iron.—Nothing has been done in Garlsherrie, but of Cleveland a sale is reported of 150 tons at T15.50. Old Iron.—There has not been much movement in this market since last week. Prices have fluctuated within very narrow margins, and the demand native holders have met with has been for immediate requirements only. Sales at Auction are:—1 800 piculs Horse-shoes at T1.47, 180 piculs Telegraph Wire at T1.59, 280 piculs Telegraph Wire at, T1.47, 420 piculs Wire Rope at T1.42, 400 piculs Boiler Plate Cuttings at T1.00, Privately some 70 tons Wire Rope were sold at T1.65. Tinplates—Continue without change. Plain are quiet and prices remain ■

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last. Best assortments of decorated are in some demand. STEEL.—The market is very firm and I quote good assortments Bamboo, Horse chop, at $2.85. STRAITS TIN—Has continued without animation and sales at quotations have been very limited. COPPER AND YELLOW METAL SHEATHING.—Has met with little demand. Old Yellow Metal is asked for at $3.50 to $3.60. JAPAN COPPER.—There has been slightly more doing this week, but prices have not undergone any change. Finger Copper has been sold at $11.20. IRON WIRE.—The market continues very dull. Three shipments of 300 casks each, Numbers 16 to 25, contracted for about 3 months ago at $3.80, have partly arrived and as reports go 300 casks have been re-sold at $3.70. CORRUGATED IRON.—A small Invoice of 20 cases has been settled at $3.90. GALVANIZED SHEET IRON AND ZINC SHEATHING.—Are in good demand at quotations. GERMAN SILVER AND NICKEL.—Good qualities meet with a ready market.

Miscellaneous.—MATCHES.—There is very little doing under this heading. 250 cases Safety Matches, special chops, are reported sold at $13.75 to $14.50. WINDOW GLASS.—Continues low. 500 boxes, usual assortment, have been sold at $2.20. NEEDLES.—Business under this heading has again been quite active this week. Sales on record are :—50 cases No. 1/5 Silver-eyed, Blue Lion, at $65 to $73.50, 10 cases No. 1/11 Silver-eyed, Crown, 250 Mille at $60, 10 cases No. 1/5 Silver-eyed, Monkey, at $70, 20 cases Large Nos. Silver-eyed, Woman, at $95. DYES AND COLOURS.—There has been a moderate demand during the week for all descriptions, but no sales of importance are on record. Sales reported are :—5,000 tins ea. 8 oz. Violet, Eagle chop, at 50½c., 4,000 tins ea. 8 oz. Violet, 2 men chop, at 22c., 4,000 bottles ea. 2 oz. Violet, House chop, at 9c., 10,000 bottles ea. 2 oz. Crystal Green, Boys chop, at 11c., 1,000 bottles ea. [illegible] oz. Crystal Green, Eagle chop, at 12c., 3,000 tins ea. 8 oz. Powder Green, Boys chop, at 21c., 1,500 tins ea. 8 oz. Magenta, Boys chop, at 40c., 3,000 tins ea. 8 oz. Magenta, Woman chop, at 10½c., 4,000 tins ea. 8 oz. Blue, Buffalo chop, at 22c., 2,500 tins ea. 8 oz. Eosine, Deer chop, at 12c., 2,000 tins ea. 8 oz. Scarlet, 2 men chop, at 15c., 2,000 tins ea. [illegible] oz. Scarlet Boys chop, at 27½c., 1,250 bottles ea. 2 oz. Scarlet RRR, Eagle chop, at 8c., 1,000 bottles ea. 2 oz. Eosine Crystal, House chop, at 10c., 25 cases ea. 1 picul Ultramarin, at $5.

Kerosene Oil.—This market has been in a fairly active state since my last report, and prices went up to $1.22 to $1.22½ previous to an Auction of some 15,000 cases damaged Devoes, which were cleared at $1.16[illegible] to $1.18. Since rates have slightly dropped and are now $1.21, prompt, for Devoes.

Opium.—Closing quotations :—Malwa, new, at $378 ; old, at $398 ; Patna, new, at $385 ; Benares, new, at $368.

EXPORTS.

Silk.—From Messrs. Cromie & Burkill's circular of 22nd February.—London telegrams report silk dull, Gold Kilin 13/7½.

RAW SILKS.—The quotations given in our last report are still nominally unaltered, but there has hardly been sufficient business to test the market, buyers showing no inclination to operate, notwithstanding the fall in sterling exchange.

Settlements for the week are only 250 bales leaving about 8,500 bales in stock.

TSATLEES.—Only 20 bales have changed hands at $352½ for Gold Kilin.

HANGCHOWS.—A parcel of Lily Flower has been placed at quotations.

TAYSAAMS.—A small lot of Koo-foug-sing's Skeins has been settled at $290 and $275 for Nos. 2 and 3.

YELLOW SILKS.—Nothing to report.

Arrivals, as per Customs Returns, from the 15th to the 21st February are about 140 bales of White Silk, 25 piculs of Yellow Silk and 10 piculs of Wild Silk.

RE-REELS.—Settlements are about 100 bales, at rather easier prices for low market descriptions.

WILD SILKS.—No business.

WASTE SILKS.—There has been some buying of Tussah Wastes for various deliveries and at irregular prices. Fine and Coarse Gum Wastes are weak at $110 and $89 and in other sorts there is nothing doing.

SHANTUNG PONGEES.—Sales of 3,000 pieces are reported at $2.65 a 2.90 for 25/26 oz. goods.

Purchases include :—TSATLEE.—Gold Kilin at $352½. HANGCHOW TSATLEE—Lily Flower "Lan-char" at $340, "Lan-nock" at $325, "Lan-ping" at $310. TAYSAAMS—Skeins, Koo-foug-sing's II at $290, III at $275. RE-REELED TSATLEE—Best chop at $360, Market III at $370.

		1886-87.	1885-86.	1884-85.	1883-84.	1882-83.	1881-82.
Settlements for this mail †	about	250	200	750	500	400	200 bales.
,, for the season †	=	48,750	47,750	51,000	46,500	43,700	45,200 ,,
Stock	=	8,500	7,500	5,500	3,200	21,000	16,000 ,,
Total Arrivals	,,	57,250	55,250	56,500	49,700	64,700	61,200 ,,

† Exclusive of purchases for re-sale on this market.

	*England.	*France, &c.	Total Europe.	America.	India & Egypt.	Coast & Straits.	Grand Total.
Export White Silk	3,857	28,037	31,894	4,467	45	408	36,814 bales.
,, Yellow ,, ...	16	4,137	4,153	14	908	493	5,568 ,,
,, Wild ,, ...	210	5,728	5,938	35	...	45	6,018 ,,
	4,083	37,902	41,985	4,516	953	946	48,400 ,,
Against in 1885-86.....	3,358	29,515	37,873	3,195	2,322	1,175	47,565 ,,
,, 1884-85.....	3,017	34,609	42,626	4,109	2,419	967	50,121 bales.

* Many shipments are now sent optional, Marseilles or London.

Also 3,329 piculs Old Silk Wadding to London.

= 61 ,, ,, to Marseilles

Tea.—BLACK.—The market, which, has been closed for nearly a month, has been reopened during the past week at about previous quotations. Settlements amount to about 1,780 half-chests at $13½ a 13.95 per picul for Good Common, which has reduced the stock on offer to about 2,500 half-chests, and no further supplies will be forthcoming until the New Season's teas arrive.

GREEN.—The business transacted during the week has been on a limited scale, and settlements of all descriptions only amount to 1,947 half-chests.

For Country Teas, holders have been easier to deal with and the market has been nearly cleared at prices rather in favour of buyers.

In Pingsueys the few settlements reported show no change.

STOCK.—6,936 half-chests against 8,587 half-chests in 1885-86.

SUMMARY OF SETTLEMENTS SINCE LAST MAIL.

Pingsuey	702 half-chests at	$15½ to $21½	per picul.
Moyune	1,045 ,,	,, 20½ ,, 23½	,,

EXPORT OF TEA FROM SHANGHAI AND YANGTZE PORTS.

From commencement of season to date :

	1886-87.			1885-86.			1884-85.		
	Black.	Green.	Total.	Black.	Green.	Total.	Black.	Green.	Total.
To Great Britain...	65,308,236	7,058,768	72,367,004 lbs.	66,406,411	10,995,828	77,402,239 lbs.	64,840,709	8,628,949	73,469,658 lbs.
Russia direct	11,616,351	.....	11,616,351 ,,	8,118,272	.....	8,118,272 ,,	11,654,344	.....	11,654,344 ,,
United States.....	3,416,638	15,231,787	18,648,425 ,,	2,886,327	15,285,734	18,172,061 ,,	3,225,621	14,628,714	17,854,335 ,,
And from all China.	Season—	1886-87.			1885-86.			1884-85.	
To Great Britain	142,188,111	7,058,768	149,246,879 lbs.	139,120,805	10,995,828	150,116,636 lbs.	135,790,436	8,628,949	144,419,385 lbs.
United States *from China and Japan.*	.....	.....	86,664,708 ,,	.....	.....	78,634,178 ,,	.....	.....	69,329,648 ,,

The export of tea to the Northern ports to date is 58,420,095lbs. against 42,649,698lbs. at same date last year.

Coal.—From Messrs. Wheelock & Co.'s Report :—We have to report an improved demand for Australian, while other sorts are entirely neglected. CARDIFF :—Very dull. AMERICAN ANTHRACITE :—No demand. AUSTRALIAN :—Wollongong.—The cargo of the *Emilie Marie*, about 890 tons, was sold on arrival at $6.40 per ton ex ship, and there is a fair enquiry at this rate. NEWCASTLE, N.S.W., can be sold in small quantity [illegible] our quotation. JAPAN :—We have no sales to report, all the arrivals being either to consumers or [illegible] native dealers.

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	Per ton, nominal,		Per ton.
Cardiff, ex godown	Tls. 8.40	Japan, Takasima dust	Tls. 3.00 nominal.
American Anthracite, to arrive, ex ship..	„ 9.00 } no demand	„ Miiké lump, ex ship	„ 4.00 „
Sydney, Wollongong, ex sailing ship ...	„ 6.40 sales.	„ „ dust, ex ship	„ 3.00 „
„ steamer cargo ex godown...	„ 6.20 nominal.	„ Imabuko, ex ship	„ 2.20 „
Newcastle, N.S.W, ex ship	„ 5.25 limited de.	„ Karatz, ex ship (best)	„ 3.00 „
Japan, Takasima lump	„ 5.00 nominal.	Keelung, ex ship.....	„ 3.00 „

(The above quotations are for cargoes, and do not represent rates for small lots ex godown, which fluctuate with the supply and demand.)

Arrivals during the fortnight have been :—Mixed Japan, 3,440 tons ; Common Japan, 1,050 tons ; Takasima lump, 803 tons ; Miiké lump, 1,425 tons ; Takasima dust, 2,890 tons ; Woollongong, 890 ; total, 7,398 tons.

Freights.—From Messrs. Wheelock & Co.'s Report :—In sympathy with the improvement in freights in the South, our market here is also stronger, but with the scarcity of tonnage we have few transactions to report. For the Wuhu and Whampoa trade tonnage is wanted at about 11 candareens per picul for outside steamers, the rate for the regular coasters being about 2 candareens better. For London viâ Suez Canal—Rates are as last quoted, viz :—Mail's and Holt's £3 for tea, and for general cargo according to value f.o.b. Holt's s.s. *Nestor* is advertised for despatch on the 26th instant. For New York—The *Benalder* occupies the berth for despatch on the 24th instant and will probably be the last steamer until the opening of the new season. Rate for tea 55s., strawbraid according to value f.o.b., general cargo 45s. to 50s. Departures for London viâ Suez Canal—Holt's s.s. *Laertes* (viâ Amoy and Swatow) 12th, and s.s. *Achilles* (viâ Swatow) on the 20th instant. Departure for New York viâ Suez Canal—The s.s. *Melapedia* on the 15th instant.

Quotations are :—Newchwang to Swatow, season closed. Chefoo to Swatow, nominal. Nagasaki ■ Shanghai, $1.30 per ton of Coal, landed terms, for steamers ; $1.10 ex ship, for sailing vessels. (*These rates include any cargo hence to Nagasaki for Charterer's account freight free.*)

Settlements during the fortnight have been :—*Anna Sieben*, German barque, 604 tons, Hakodadi to San Francisco, $3,500 Gold, in full, 25 lay days. *Hever*, German steamer, 388 tons, Kuchinotzu to Shanghai, $1.10 per ton Coal, despatch. *Augusta*, German barque, 473 tons, Nagasaki to Chefoo, $1.25 per ton Coal, despatch. *Carrie Winslow*, American barque, 944 tons, hence to Manila, $600 in full, and Manila to New York, private terms. *Feilung*, British steamer, 752 tons, monthly charter, for 9 months, private terms.

Disengaged vessels in port :—*Antelope*, American ship, 1,259 tons. *Bylgia*, German barque, 333 tons. *Colchester*, British ship, 1,385 tons. *Fifeshire*, British barque, 1,318 tons. *Hagarstown*, American ship, 1,903 tons. *Hedwig*, British barque, 376 tons. *Sir Kolga*, British barque, 542 tons.

Shares.—The recovery in Hongkong and Shanghai Bank shares has continued during the week, sales having been made at 140 per cent. premium, 150 for 28th instant, 150 for cash, 152 and 152½, exchange 73. In Insurances, Hongkong Fires have been done at $427½, China Fires at $88½, 89 and 89½, China Traders' at $64, and Chinese at $177½, all at exchange 73, and North-Chinas at $262½. In Cargo-boats, Shanghai have brought T167 and 170, *cum div.* of T5, and Co-operative T57 *cum*, and T55 *ex div.* of T2. Tug-boats have been sold at T95, and are held for T97. Sheridan Mines have changed hands at T115, and Perak Tins at $20.

Exchange.—The business has been very small in Sterling and at steadily falling rates ; in Rupees scarcely anything has been done. Native interest is 1 mace 8 per hundred, equal to 6¾ per cent. Bar Silver by last advices was 4/6½.

DAILY QUOTATIONS.

(From Messrs. Morrison & Ferguesson's Weekly Circular.)

	On London.								France.		Hongkong.	India.
	T/Transfers.		Bank 4 m/s.		Credits 4 m/s.		Docty. 4 m's.		France 4 m/s. and 6 d/s.			Rupees. T. transfers.
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.		
Thursday, 17th.....	4.8½	4.9½	4.7½	4.7½	4.7½	4.7⅝	4.7⅝	4.7½	5.89/5.92	5.90/5.93	27½	304
Friday, 18th	4.6	4.6	4.7	4.7	4.7½	4.7⅝	4.7⅝	4.7½	5.87/5.90	5.87/5.90	27½	304
Saturday, 19th	4.8½	4.5½	4.8½	4.6⅝	4.7½	4.7½	4.7½	4.7⅝	5.86/5.89	5.86/5.89	27⅝	303
Monday, 21st	4.5½	4.5⅝	4.6½	4.6⅝	4.6⅝	4.6½	4.6½	4.7	5.81/5.84	5.83/5.86	27⅝	303
Tuesday, 22nd	4.5½	4.5½	4.6½	4.6½	4.6⅝	4.6½	4.6½	4.6½	5.80/5.83	5.82/5.85	27⅝	303
Wednesday, 23rd...	4.5⅝	4.6⅝	4.6⅝	4.6⅝	4.6⅝	4.6⅝	4.6½	4.6½	5.80/5.83	5.80/5.83	27½	303

Exchange.—On London—Telegraphic Transfer, 4s. 5⅝d. Bank Bills, demand, 4s. 5½d. Bank Bills, 4 months' sight, 4s. 6⅛d. First-Class Credits to Banks, 4 months' sight, 4s. 6½d. 6 months' sight, 4s. 7d. Private and Documentary, 4 months' sight, 4s. 6¼d. ■ months' sight, 4s. 7⅛d. On France—Bank Bills, demand, Frs. 5.68, Credits and Documentary Bills, 4 months' sight, 5.80, 6 months' sight, 5 83. On New York—Credits and Documentary Bills, 4 months' sight, 89⅞. On Hongkong—Telegraphic Transfers, 27½ ; Private Bills, 3 days, sight 28⅛. On Bombay—Telegrapic Transfers, Rs. 303 ; Calcutta, Rs. 303. Bullion—Gold Bar, Pekin, 98 touch, T218.50. Silver Bars, T111.10. Mexican Dollars, T72.40. Copper Cash, 1,420. Native Interest, mace 1 7.

AUCTION SALES.

COTTON GOODS.

Grey Shirtings.—8¼-lbs.—Total for the week, 19,600 pieces.

At *E-wo*, on 16th instant, 2,700 pieces ; at T1.36½ for *Blue Duck*, and T1.41½/41⅝, and T1.59/59⅝ and T1.64½/64⅝ for *Tea Caddy* X.X. *Black*, D.D.D. *Blue* and *Double Blue*.

At *Jin-kee*, same day, 250 pieces *Gold Scroll* at T1.60/60½ per piece.

At *Yuen-fong*, on the 17th instant, 7,350 pieces ; at T1.17½ for *Two Man*, T1.22½/23 for *House*, T1.36/36½, T1.45½/45⅝, and T1.54½ for *Loyal Son*, *blue*, *red* and *painted*, T1.37½ and T1.47 for *Britannia*, *blue* and *paint-d*, T1.39½ and T1.48 for *Four Sisters*, *blue* and *red*, T1.46½ and T1.54/54½ for *Three Students*, *blue* and *red*, and T1.60/60½ for *Five Brothers*.

At *Kin-ming*, this forenoon, 2,800 pieces ; at T1.43 for *Red Lion*, T1.48½ for *Red Eagle*, T1.50½/51 for *Red Ram*, and T1.45½ for *Blue Crown*.

At *Pao-shun*, this afternoon, 6,000 pieces ; at T1.41½ for *Lion-on-Bale*, T1.61½ for *Green Lion* A and A A, and T1.65½ T1.65/64½ and T1.65 for *Eagle* XXX, *unlettered* and XX.

6-lbs.—750 pieces ; at T0.92/92½ for *Two Man*, and T0.93½ for *Three Students*.

7-lbs.—1,950 pieces ; at T1.06½ for *Loyal Son*, T1 07½/07½ for *Britannia*, T1.21½ for *Four Sisters*, and T1.24½ for *Three Students*.

9½-lbs. a 11-lbs.—5,050 pieces ; at T1.95½/96 and T2.05/05½ for *Blue Tea Caddy*, X.X. and D.D.D., T1.67½ for *Green Stag Head*, T1.68, T1.87½ and T2.10½/10⅝ for *Loyal Son*, *blue*, *red* and *painted*, T1.72½/72½, T1.88½ and T2.03⅞/10 for *Britannia*, *blue*, *red* and *painted*, T2.00½ for *Red Four Sisters*, T1.93½ and T2.18½/18⅝ for *Three Students*, *red* and *painted* and T1.64½ for *Red Elephant*.

12-lbs.—390 pieces *English* ; at T2.36 for *Britannia*, and T2.27½ and T2.41 for *Single* and *Double Squirrel*.

White Shirtings.—64-reed 4,700 pieces ; at T1.31 and T1.32½/32½ for *House*, dressed and undressed, T1.42/42½ and T1.39⅝ for *Blue Lighthouse*, dressed and undressed, T1.66½/67½ for *Black-Gold Three Students* and T1.54/54½ for *Red Lion* C.P.B.

72-reed and higher.—4,080 pieces ; at T3.80/81 for E.E., 1.85⅞ for *White-Gold Three Students*, T1.86½ for *Red Two Sisters*, T1.87/87½ and T1.88/88⅝ for *Red Lighthouse*, dressed and undressed, and T2.00/01 and T2.03/04½ for *Red Star*, dressed and undressed.

White Irishes.—100 pieces *Green-Gold Three Students* at T2.30/31 per piece.

T-Cloths.—7-lbs.—3,560 pieces ; at T1.12½ and T1.26/26½ for *Red* and *Blue Tea Caddy*, T1.03⅝ for *Blue Loyal Son*, T1.05½ and T1.20½ for *Britannia*, *blue* and *painted*, T1.09⅝ and T1.35/35½ for *Three Students*, *blue* and *red*, T1.14½ for *Blue Lion*, T1.27½/27½ for X.X. *Eagle*, T1.00/00½ for *Green Ram* and T1.15½ for *No. 1 Sun*.

8-lbs.—1,690 pieces ; at T1.36½/37 for *Red Tea Caddy*, and T1.36½/36⅝ for *Blue Dragon and Flag*, T1.37½ for *Blue Lion*, T1.42 for *X.X. Eagle*, and T1.59½ for *Painted Three Students*.

Drills.—1,230 pieces, *English* ; at T1.30½/30½ for *Indian Head*, T1.99/2.00 for *Stag*, T2.26½ for *Britannia*, T2.28½/28½ for *Old Man Head*, and T2.31½/02½ for *Bird and Snail*.

Jeans.—450 pieces, *English* ; at T1.34½ for *Peacock*, and T1.80½/80⅝ for *Double Squirrel*.

Sheetings.—260 pieces, *English* ; at T2.28 for *Lion*, and T2.54½/54⅝ for *Old Man Head*.

Cotton Yarn.—5 bales, 30/32s. *Gold Three-Students* at T67/67½ and T72 per bale.

Velvets.—150 pieces, *Woman*, ordinary at T0.11.6½/11.6½ per yard.

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WOOLLENS.

Auctions—	Scarlet.	Dk. Blue.	Gentian.	Green, and N. Green.	Orange and Yellow.	Ash & Lav.*	White	Purple	Black.	*Brown & Mag.	Mauve.	Lt. Gt. *Mid. „	Sales, Pcs.
E-WO, 16th instant.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.	Tls.	
Camlets, Horseman...	9.40	.....	9.09	9.36	8 91	...	...	...	...	...	9 91	8.68	
Sales, pcs....	30	.....	30	10	10	...	...	...	...	...	10	10	100
„ Warrior.....	9.14/15	.....	8.69/70	8.59	.....	...	...	...	...	...	9.13	...	
Sales pcs....	30	.....	30	10	.....	...	...	...	...	...	10	...	80
„ Boar	.....	.....	.....	.....	8.64	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	20
Lasting, H.D.B.	.....	.....	7.32	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	40
„ Warrior	.....	.....	.....	.....	.....	...	...	...	5.93/94	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	100
S. Stripes, Eagle	0.40.3	0.39	0.42.3	0.40.7	.....	...	...	...	0.35.8/36.9	...	..	...	
Sales, pcs....	42	6	24	6	.....	...	..	...	18	...	...	...	96
JIN-KEE, 16th instant.													
Camlets, U.U., p.p....	9.65	.....	9.47	9.85	9.62	9.58	9.68	...	...	...	10.00	...	
Sales, pcs....	40	.....	10	10	10	20	10	...	...	...	20	...	120
„ Dove, p.p....	9.25/26	.....	9.26	.....	9.11	...	9.16	...	...	...	...	...	
Sales, pcs....	40	.....	10	.....	10	...	10	...	...	...	...	...	70
L. Ells, U.U., p.p.....	4.83/83½	.....	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	140
„ Dove	4.80/81	.....	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	140
S. Stripes, Star.....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
YUEN-FONG, 17thinst.													
Camlets, S.S.G.p.pcs.	9.77½/80	9.75/77½	9 82½/87½	10.32½	9.92½/95	...	...	...	...	...	(0.37½/40	9.90	
Sales, pcs....	240	110	140	10	30	...	...	...	...	...	30	30	590
„ G.G.,p.pc....	9.85/87½	10.32½	10.20/22½	.....	10.45	...	...	10 05	...	...	10.37½/72½	9.95	
Sales, pcs....	120	40	80	.....	10	...	...	10	...	...	20	20	300
Long Ells,G.G.,p.p....	5.08/10	.....	5.27	5.19	.. ...	...	...	5.26	...	...	...	...	
Sales, pcs....	140	.....	20	20	.. ...	...	...	20	...	...	...	...	200
Lasting, G.G.,p.pc....	.....	.....	.....	.....	.....	...	...	...	9.22½/25	...	...	8.62½	
Sales, pcs...	.....	.....	.....	.....	.....	...	...	...	160	...	...	40	200
„ Man & Tiger	.....	.....	.....	.....	.....	...	...	...	6.82½/85	...	...	6.85	
Sales, pcs...	.....	.....	.....	.....	.....	...	...	...	80	...	..	20	100
„ Nine Old Men	.....	.....	7.37½	.....	.....	..	...	...	7.00/05	...	...	...	
Sales, pcs....	.....	.....	20	.....	.....	...	...	...	80	...	...	...	100
S.Stripes, T.T.B.....	0.46/46½	0.44	0.47½	0.47½	0.45	{0.46½ {0.45½	...	0.45½	...	...	0.46½	...	
Sales, pcs....	132	24	60	6	6	" "	...	6	...	...	6	...	232
MISCELLANEOUS, T'day													
Camlets, R.R.	8.68	... ..	8.48	.....	.....	...	...	...	...	...	...	...	
Sales pcs....	20	10	20	.....	.....	...	...	...	...	...	...	...	50
Lastings—													
No. 3 D'ble Dragon.	.....	.....	.....	.....	.....	...	...	...	6.75/76	...	...	...	60
No. 4 D'ble Dragon.	.....	... ..	.....	.....	.....	...	...	...	...	...	...	...	
X 4 Double Dragon.	.....	.....	.....	.....	.....	...	...	...	6.40	...	...	...	20
S.Stripes, 100 X. p.p.	0.36.4	.....	.....	0.36.9	.....	...	...	...	...	..	...	...	
Sales, pcs....	24	.....	.....	24	.....	...	...	...	...	...	...	...	48
„ No. 100	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
„ Pagoda	.....	.....	.....	.....	.....	...	...	...	...	...	...	..	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
„ Bee Hive ...	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
Union Cloths, S.S.S...	.....	.....	0.48/47½	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	12
„ S.S.	.....	.....	0.46½	.....	.....	...	...	...	..	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	6
Russ. Cloth, House...	.....	.....	16.42½/27½	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	20
Union Lastings.....	.....	.....	.....	.....	.....	...	...	...	5.10	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	20
KIN-MING, to-day.													
Camlets, C.P.H p.pc.	10.36	11.00	10.35	.....	.....	9.71	...	...	...	...	...	9.93/10.31	
Sales, pcs....	50	20	20	.....	.....	01	...	...	...	...	...	30	130
„ Tiger	9.68	8.78	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	10	10	.....	.....	.....	...	...	...	...	...	...	...	20
„ Eagle	9.97	9.35/42	9.85/87	.....	.....	...	...	...	9.91	...	10.30	9.76	
Sales pcs....	120	40	40	.....	.....	...	...	...	10	...	10	40	260
„ Swan p.pc..	9.62/63	8.56/57	9.63	.....	9 51	...	...	...	...	...	...	9.46	
Sales, pcs....	60	20	20	.....	10	...	...	...	...	...	...	20	130
„ Duck	9.45/46	8.00	9.49/50	.....	.....	...	...	...	...	10.35	...	8.95/96	
Sales, pcs....	60	20	20	.....	.....	...	...	...	...	10	...	20	130
„ Parrot.....	8.97	7.25	9.12	.....	.....	8.10	...	...	...	...	...	9.11/12	
Sales, pcs....	60	20	20	.....	.....	10	...	...	...	...	...	20	130
Lastings, Tiger.....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
SIN-WO, to-day.													
Camlets, Owl, O.O.O.	.....	.....	... ..	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
„ GoldFish,P.P.P.	9.40	9.68	9.51	9.96	.....	...	...	...	...	...	...	...	
Sales, pcs....	20	10	10	10	.....	...	...	...	...	...	...	...	50
„ R.R.R. Angler..	9.20	9 39	9.32½	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	30	10	10	.....	.....	...	...	...	...	...	...	...	50
L. Ells, H.H., p.p. ...	.....	.....	.....	.....	... ..	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
Lastings, H.H. p.p...	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	...	...	
„ White Stork	.....	.....	... ..	... ..	.....	...	...	...	...	...	...	...	
Sales, pcs....	.....	.....	.....	.....	.....	...	...	...	...	...	..	...	
S.Stripes, H.H	0.46.1/46½	0.45	0.54.8	0.45	... ..	...	...	...	0.44.9	...	...	...	
Sales, pcs....	36	6	18	6	.....	...	...	...	6	...	...	..	72
„ GoldFish,P.P,P.	0.41½/41.6	0.40½	0.45½	0.43.4	.....	...	...	...	0.38½	...	...	...	
Sales, pcs....	36	6	18	6	.....	...	...	...	6	...	...	...	72

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Statement of Imports and Deliveries of Cotton and Woollen Piece Goods for the week ending 21st February, 1887, compiled from the "Customs Daily Returns," Nos. 35 to 40, both inclusive.

Goods.	Re-Exports and their Destinations.																
	Ningpo.	Wenchow.	Chinkiang.	Wuhu.	Kiukiang.	Hankow.	Chefoo.	Tientsin.	Newchwang.	Foochow.	Hongkong.	Nagasaki.	Hiogo.	Yokohama.	Corea.	Lowl.	Kwantung.
Grey Shirtings ‡ ..... Pcs.	8,868	...	4,845	...	910	2,380	350	...	...	1,410	...	11550	4,530	1000	500	13,700	450
T-Cloths, 32-in. ..... ,,	1,210	...	1,150	...	815	490	350	...	...	1,420	...	...	...	250	...	2,200	400
,, 36-in. ..... ,,	1,050	...	50	...	160	...	...	...	...	...	...	...	...	...	...	500	...
White Shirtings ..... ,,	1,758	...	925	...	50	1,090	...	...	...	...	500	100	1,466	...	...	1,100	510
Drills, English & Dutch ..... ,,	175	...	...	...	...	75	60	...	...	...	...	...	...	4845	75	150	...
,, American ..... ,,	75	...	30	...	...	60	...	...	...	...	...	...	...	...	...	210	...
Jeans, English & Dutch ..... ,,	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	...
,, American ..... ,,	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100	...
Sheetings, English ..... ,,	40	...	210	...	30	...	340	...	...	...	...	...	40	...	...	120	...
,, American ..... ,,	200	...	...	...	...	...	600	...	...	...	...	...	40	...	...	460	...
Dyed Shirtings ..... ,,	1,408	...	800	...	...	...	...	...	...	...	...	...	...	...	...	200	...
Brocades & Sp. S'tings, White ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
,, ,, ,, Dyed ..... ,,	...	...	50	...	...	80	...	...	...	...	...	...	...	...	...	50	...
Damasks, Dyed ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160	...
Chintzes ..... ,,	220	...	690	...	...	494	...	...	...	...	...	...	...	...	...	440	...
Printed T-Cloths ..... ,,	120	...	60	...	...	...	50	...	...	...	...	...	...	...	...	240	...
Printed Twills ..... ,,	80	...	160	...	...	80	80	...	...	80	...	...	...	...	...	180	...
Turkey Red Shirtings ..... ,,	146	...	231	...	200	124	...	...	...	350	...	...	200	...	...	...	50
Velvets ..... ,,	...	...	60	...	...	...	...	...	...	24	...	...	...	...	...	120	...
Velveteens ..... ,,	...	...	102	...	...	...	...	...	...	...	...	...	...	...	...	60	...
Handkerchiefs ..... Doz	200	...	683	...	...	...	...	...	...	...	...	...	...	...	...	800	...
Muslins ..... Pcs.	...	...	...	...	...	...	...	...	...	...	...	11900	...	...	800	400	...
Dimities ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cotton Yarn ..... Pcls.	...	...	...	...	9	15	105	...	...	...	...	...	...	...	...	...	...
Spanish Stripes ..... Pcs	54	...	54	...	...	18	...	...	...	60	...	...	12	...	...	60	12
Medium and Broad Cloths .. ,,	6	...	...	...	...	10	...	...	...	...	...	...	...	...	...	54	...
Camlets ..... ,,	60	...	70	...	100	230	10	...	...	...	130	...	...	...	...	180	110
Long Ells ..... ,,	20	...	...	...	20	80	...	...	...	...	...	...	...	...	...	100	20
Lastings ..... ,,	40	...	...	...	50	60	...	...	...	20	...	...	120	...	...	60	...
,, Crape ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lastings, Cotton & Italians ... ,,	150	...	486	...	130	90	...	...	...	...	...	...	80	...	...	240	...
Lustres, Plain ..... ,,	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
,, Figured ..... ,,	...	...	39	...	...	...	...	...	...	100	...	...	...	...	...	180	...
,, Crape ..... ,,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lead in Pigs ..... Pcls.	182	...	...	...	...	...	...	...	...	2,460	...	...	...	...	...	...	...
Iron—Nail Rod ..... ,,	42	...	...	...	...	...	...	...	...	...	...	294	...	...	...	...	...

Goods.	Total Deliveries.			Total Imports.			Stocks at date are based on the Chamber of Commerce Returns, of 1st Jan., 1887.	
	As above.	For Year From 1st Jany. 1887.	Against last year same terms.	Since 17th inst.	For Year From 1st Jany. 1887.	Against last year same terms.	*At date Estimated.	Against 22nd Feby., 1886.
Grey Shirtings ‡ ..... Pcs.	50,993	324,112	302,317	180,160	478,031	374,145	1,314,900	1,036 800
T-Cloths, 32-in. ..... ,,	8,785	59,670	65,270	47,435	178,224	86,509	411,180	309,000
,, 36-in. ..... ,,	1,760	8,459	11,745	19,567	60,210	28,549	141,620	100,900
White Shirtings ..... ,,	7,499	75,181	86,058	40,661	95,962	150,279	282,900	482,500
Drills, English and Dutch ,,	5,380	23,165	3,805	8,520	24,465	41,165	121,630	70,500
,, American ..... ,,	375	4,830	10,140	10,740	26,490	27,000	22,010	31,350
Jeans, English and Dutch ,,	210	2,080	1,750	4,070	21,480	10,220	32,330	31,530
,, American ..... ,,	140	300	40	.....	.....	.....	6,800	7,980
Sheetings, English ..... ,,	780	15,395	13,795	10,180	29,846	31,720	46,570	96,000
,, Am. ..... ,,	1,300	10,740	14,220	3,680	23.151	44,950	142,200	263,000
Dyed Shirtings ..... ,,	2,408	8,037	3,183	473	4,609	5.746	8,800	8,500
Bro. & Spot, Shts., White ,,	.....	399	500	497	497	1,139	1,600	3,070
,, ,, ,, Dyed... ,,	180	2,470	2,607	2,089	3,292	592	14,700	10,500
Damasks, Dyed ..... ,,	160	280	250	.....	.....	.....	290	390
Chintzes ..... ,,	1,844	9,269	8,284	5,616	19 748	36,943	84,370	81,570
Printed T-Cloths ..... ,,	470	3,767	2,654	5,756	15,603	8,016	91,260	63,900
Printed Twills ..... ,,	660	3,269	3,953	3,558	3,558	25,997	80,090	98,200
Turkey Red Shirtings..... ,,	1,351	21,459	21,816	2,700	32,587	31,592	157,300	177,050
Velvets ..... ,,	204	2,457	2,514	348	2,284	4,410	22 460	17,220
Velveteens ..... ,,	162	354	616	369	908	7,453	3,260	6,950
Handkerchiefs ..... Doz.	1,683	16,063	17,500	13 233	35,970	12,082	142,490	91,450
Muslins ..... Pcs.	13,100	34,589	31,800	974	8,890	37,129	78,142	86,100
Dimities ..... ,,	.....	200	100	600	600	250	6,050	150
Cotton Yarn ..... Pcls	199	7,088	8,468	828	17,058	8,307	21,780	19,460
Spanish Stripes..... Pcs.	270	2,418	2,860	1,116	3 930	7,807	22,190	19,200
Medium and Broad Cloths ,,	70	678	1,392	926	2,215	1,258	21.920	14,360
Camlets ..... ,,	890	8,823	8,760	3,270	15,170	9,790	29,540	17,480
Long Ells ..... ,,	240	5,156	5,670	3,020	8,820	6,880	17,360	6,700
Lastings ..... ,,	350	3,970	6,540	3,000	12,943	13,447	62,800	32,500
,, Crape ..... ,,	.....	20	20	.....	.....	.....	680	1,180
Cotton Lastings & Italians ,,	1,176	13,998	14,485	8,869	31,068	49,321	120,000	189,800
Lustres, Plain ..... ,,	50	50	250	92	92	400	700	1,600
,, Figured ..... ,,	319	2,199	4,180	300	2,707	9,980	38,940	32,770
,, Crape ..... ,,	.....	.....	3	.....	.....	.....	.....	797
Lead in Pigs ..... Pcls	2,592	7,296	10,723	4,373	13,633	10,080	.....	.....
Iron—Nail Rod ..... ,,	336	8,124	16,310	4,538	16,298	6,720	.....	.....

* Exclusive of undeclared Import Cargoes per *Glengyle, Nürnberg, Achilles, Irrawaddy, Sikh, Nestor, Devonshire,* and *Ganges.*

Import Cargoes declared this week: *Thames, Laertes, Glenfruin,* and *Kaisow,* and additional ex *Telemachus.*

† Including *English* and *Dutch* 12-lbs.

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QUOTATIONS—DUTY PAID.		T.m.c.	T.m.c.	DUTY. Tls. m. c.
G. E. GREY SHIRTINGS—				
6-lbs 39-in 38½-yds	nom ₱ pc.	0.9.0	to 1.0.0	
7-lbs	,, ,,	0.9.5	,, 1.3.0	
Dewhurst's Eagle	,,	None	,, ...	
8½ to 8¾-lbs	,,	1.0.5	,, 1.7.5	
D. Eagle and XX	,,	1.6.4½	,, 1.6.5½	
9 to 9½-lbs	nom ,,	1.6.5	,, 1.8.5	
9½ to 10-lbs	,, ,,	1.7.0	,, 2.2.0	
Dewhurst's, Best	,, ,,	2.0.2½	,, 2.3.5	
11 to 12-lbs English 36 in	,,	2.0.5	,, 2.4.0	0.0.8 per pce.
12-lbs American 32/56 in	,,	2.2.0	,, 2.4.5	
G. E. WHITE SHIRTINGS—				
40-yds 36-in 56-rd	₱ pc.	1.1.0	,, 1.2.5	
60-reed	,,	1.2.0	,, 1.3.5	
64 ,,	,,	1.3.0	,, 1.7.7½	
64 ,, Best and 66-reed	,,	1.6.5	,, 1.8.2½	
72 to 80-reed	,,	1.7.5	,, 2.2.0	
Best	,,	2.1.0	,, 3.4.0	
DRILLS, Am. 40-yd 30-in 14-lbs	₱ pc.	2.4.0	,, 2.5.5	
English, ,, 14 to 15-lbs	,,	1.2.5	,, 1.9.0	
,, Good to Finest	,,	1.8.0	,, 2.4.5	0.1.0 ,,
Dutch, 14 to 14½-lbs	nom ,,	2.0.0	,, 2.3.0	
JEANS, Dk., 30-yd. 30in 8½-lbs	₱ pc.	1.5.0	,, 1.7.7½	
English, ,, 8 to 8½-lbs	,,	1.3.0	,, 1.9.0	0.0.7½ ,,
American ,, Beaver	,,	1.7.0	,, 2.0.0	
SHEETINGS—				
Am., 40 yd. 36/38in. 14lb. nom.	₱ pc.	2.2.5	,, 2.6.6	
Eng., ,, ,, 14 to 16lb.	,,	1.4.5	,, 2.5.5	0.0.8 ,,
T-CLOTHS—				
6-lbs 24-yd 32-in Ord., nom	₱ pc.	0.7.5	,, 0.9.0	
7-lbs ,, ,, ,, ,,	,,	0.8.0	,, 0.9.7½	
6-lbs Mexican	,,	.....	none	
7-lbs ,,	,,	0.9.5	,, 1.3.5	0.0.4 ,,
7-lbs Mexican Special chops	,,	1.2.5	,, 1.7.5	
8 to 8½-lbs	,,	1.2.2½	,, 1.8.0	
Better kinds and XX	,,	1.6.5	,, 2.0.0	0.0.8 ,,
HANDKERCHIEFS—				
Blue, 28 to 32-in	₱ doz.	0.4.0	to 0.5.7	
Brown	nom ,,	0.3.7½	,, 0.4.1	0.0.2½ per doz.
SPOTTED SHIRTINGS—White.	₱ pc.	1.8.0	,, 2.0.0	0.1.0 per pce.
Dyed, nom	,,	2.0.0	,, 2.3.0	0.1.5 ,,
BROCADES—White, 40-yd	,,	1.8.5	,, 2.0.0	0.1.0 ,,
Dyed	,,	2.2.0	,, 2.4.5	0.1.5 ,,
DAMASKS—Dyed, 40-yd, nom	,,	2.2.5	,, 3.7.5	0.2.0 ,,
GENTIAN SHIRTINGS ..... nom	,,	1.8.5	,, 2.2.0	0.1.5 ,,
CHINTZ—Assorted	₱ pc.	0.9.0	,, 1.4.0	
Blue	=	0.9.0	,, 1.1.5	
Brown nom	,,	1.0.0	,, 1.2.0	0.0.7 per pce.
Scarlet	,,	0.9.0	,, 1.3.5	

QUOTATIONS—DUTY PAID.		T.m.c.	T.m.c.	DUTY. Tls. m. c.
PRINTED TWILLS—24/25 yds	₱ pc.	1.1.0	,, 1.7.0	
50/52 ,, ,,	,,	2.6.0	,, 3.2.5	0.0.7 per 30 yd.
Special ... ,,	,,	3.5.0	,, 3.8.0	
TURKEY REDS—				
24-yd 1¼ to 3-lbs. 32-in, nom	₱ pc.	0.6.0	,, 1.3.5	
Best	,,	1.2.5	,, 1.8.0	0.1.5 per pce.
VELVETS—Black, 22-in...nom	₱ yd.	0.1.1½	,, 0.1.7	0.1.8 per pce.
VELVETEENS—Black, 18-in ...	,,	0.1.0	,, 0.1.4	
26-in ...	,,	0.1.5½	,, 0.1.8	0.1.5 ,,
BLUE DENIMS .....nom	,,	0.0.3	,, 0.0.4	5 per cent. ad. val.
DIMITIES—12-yd 37-in	₱ pc.	0.9.0	,, 1.2.0	
41-in	,,	1.0.0	,, 1.6.0	0.0.6½ per pce.
MUSLINS—12-yd 42-in	,,	0.4.5	,, 0.7.2½	0.0.3½ ,,
YARN—COTTON—Nos. 28/32.	,,	62.5.0	,, 72.0.0	
,, 16/24, nom	,,	51.0.0	,, 62.5.0	0.7.0 per pcl.
CAMLETS—English, 88	₱ pc.	7.5.0	,, 11.0.0	
GG	,,	10.1.3	,, ...	
SSG.....	,,	9.8.5	,, ...	
HDB ...	,,	9.7.7	,, ...	0.0.5
CPH ...	,,	10.3.6	,, ...	
Dutch, 33 to 2 4-in nom.	,,	15.0.0	,, 18.0.0	
Do. 37-in..... ,,	,,	17.2.5	,, 22.0.0	
MEDIUM & BROAD CLOTHS ...	₱ yd.	0.6.0	,, 1.4.0	
SPANISH STRIPES	,,	0.3.0	,, 0.5.5	
,, HDB	,,	0.4.5½	,, 0.4.8	
,, TTB	,,	0.4.4	,, 0.4.8½	0.1.2
,, HH	,,	0.4.4.9	,, 0.5.4.8	
,, BTL.....	,,	0.4.2½	,, 0.4.6	
,, CPH	,,	0.4.0.6	,, 0.4.7	
LONG ELLS—				
Scarlet, 24-yd GG.....	₱ pc.	5.0.8	,, 5.1.0	
,, ,, HH ...nom.	,,	5.6.9	,, 5.7.0	
,, ,, CPH ... ,,	,,	5.0.0	,, ...	
,, ,, UU	,,	4.8.3½	,, 4.8.5	
,, ,, HDB	,,	4.8.9	,, ...	
,, ,, V	,,	4.8.7½	,, ...	
,, ,, Dove	,,	4.8.0	,, 4.8.1	0.0.4½
,, ,, Sundries ...	,,	3.5.0	,, 5.3.0	
Assorted, HH	,,	nom.	,, ...	
,, CPH	,,	,,	,, ...	
,, GG.....	,,	,,	,, ...	
,, UU	,,	,,	,, ...	
LASTINGS, 30-yd	₱ pc.	5.0.0	,, 8.5.0	0.0.5
CRAPE LASTINGS, 30-yd nom	,,	2.2.5	,, 5.7.5	
CRAPE LUSTRES	,,	.....	,, ...	
PLAIN LUSTRES, Black.....	,,	2.7.5	,, 3.4.0	0.2.0 per pcl.
ORLEANS—Figured, 30-yd ...	,,	2.2.0	,, 2.7.5	
Special Colors & Patterns	,,	2.5.0	,, 3.3.0	

Per Chang of 141 inches.

METALS.		QUOTATIONS. T.m.c.	T.m.c.
JAPAN COPPER—Tiles, best	per picul	11.1.0 @	11.6.0
,, Ore	,,	11.0.0 ,,	11.8.0
QUICKSILVER—American in flasks of 75-lbs. net		61.0.0 ,,	.....
TIN PLATES—Parson's	per box	3.7.0 ,,	3.8.0
Other brands	,,	3.6.0 ,,	3.7.0
Decorated	,,	5.0.0 ,,	6.5.0
STEEL, Plain	per picul	2.6.0 ,,	2.7.0
Bamboo	,,	2.8.0 ,,	2.8.5
TIN, Fong Hing	,,	30.0.0 ,,	.....
Fok Chok	,,	28.0.0 ,,	.....
Sok-kong and other brands	,,	27.5.0 ,,	.....
PIG IRON, Gartsherrie No. 1	per ton	19.0.0 ,,	20.0.0
,, No. 3	,,	18.0.0 ,,	18.5.0
Common brands	,,	15.5.0 ,,	16 0.0
IRON WIRE, Nos. 11 a 21	per picul	3.6.0 ,,	3.8.0
,, ,, 14 a 25	,,	3.8.5 ,,	4.0.0
,, ,, 16 a 25	,,	3.9.0 ,,	4.1.0
IRON—Nail Rod—			
Dawes' Best	per picul	1.9.0 ,,	1.9.5
Scotch	,,	1.9.0 ,,	1.9.5
Belgian, common	,,	1.5.7½ ,,	1.6.0
,, Soltier	,,	1.6.2½ ,,	1.6.5
English—Bar	,,	1.8.0 ,,	1.9.0
Belgian— ,,	,,	1.6.0 ,,	1.7.0
Swedish	,,	2.8.5 ,,	3.1.0
LEAD—			
I.B	,,	4.1.7½ ,,	4.2.0
Eutboven	,,		

SUNDRIES.		QUOTATIONS. T.m.c.	T.m.c.
SUGAR—			
White, Canton, No. 1	per picul	4.9.0 @	5.2.0
,, ,, ,, 2	,,	4.3.0 ,,	4.7.0
,, ,, ,, 3	,,	4.0.0 ,,	4.2.0
White, Swatow, No. 1	,,	5.1.0 ,,	5.5.0
,, ,, ,, 2	,,	4.5.0 ,,	4.8.0
,, ,, ,, 3	,,	4.1.0 ,,	4.3.0
Brown, Canton, Best	,,	3.1.0 ,,	3.4.0
,, ,, Common	,,	2.7.0 ,,	2.9.0
,, Swatow, Best	,,	3.2.0 ,,	3.5.0
,, ,, Common	,,	2.8.0 ,,	3.0.0
PEPPER Black	,,	16 3.0 ,,	17.0.0
White	,,	24 8.0 ,,	28.5.0
RATTANS—Common	,,	3.0.0 ,,	3.5.0
Best	,,	4 2.0 ,,	5.3.0
SAPAN WOOD	per picul	2.5.0 ,,	3.5.0
SANDALWOOD, South Sea	,,	3.3.0 ,,	3 7.0
Timor	,,	5 2.0 ,,	7.5.0
Malabar	,,	14 3.0 ,,	16.5.0
WINDOW GLASS—			
Good assortments	per box	2.2.0 ,,	2.2.5
MATCHES—			
Swedish Safety, Black Dip	per case	11.0.0 ,,	17.0.0
Do. Red	,,	12.0.0 ,,	18.0.0
Paraffine	,,	14.0.0 ,,	20.0.0
Japanese	,,	8.0.0 ,,	12.0.0
Vienna Brilliant	p. 25 gross	13.0.0 ,,	18.0.0
KEROSENE—Devoe's	per case	1.2.1 ,,	1.2.2
FLINT STONES	per picul	0.5.5 ,,	0.6.5
COTTON—Shanghai, best	,,	9.4.0 ,,	9.6.0
Compook	,,	9 6.0 ,,	9.8.0
RICE—Shanghai	p. 150 cat.	2.9.0 ,,	3.2.0
Chinkiang	,,	2.6.0 ,,	2.8.0
HIDES—Cow	per picul	13.5.0 ,,	.....

COMMERCIAL POSTSCRIPT.

SHARES.

Hongkong & Shanghai Banking Corporation.—On the 17th shares were placed at 149½ prem. and exchange 73. On the 19th peaceful telegrams from Europe caused a demand, and shares were placed locally at 150 to 152½ prem. and exchange 73, and to Hongkong at 156 to 156½ prem. and exchange 71½. The market closes weak with sellers.—The Directors' Report and Statement of Accounts for the half-year to 31st Dec. last have been published. The General Meeting of Shareholders will be held on the 26th current. The profits for the half-year amount to $760,388.33, from which should be deducted $500,000 carried to contingent account against losses, leaving a net balance of $260,388.33, equal to nearly 3½ per cent. on the capital. This compares unfavourably with the second half of 1885, when the profits were 12½ per cent., and the first half of 1886, when the profits were 7½ per cent., on the capital. The Directors propose to take the balance of the Reserve for the equalisation of Dividends, $200,000, which, with the balance of profits, and the balance brought forward from the previous half year $111,760.34, makes a sum of $572,148.87 available for dividend. Out of this they propose to pay a dividend of £1½ per share, which will absorb $546,835.44 (nearly 7 7/10 per cent. on capital) at exchange 3/3½, and leave a balance of $25,313.43 to be carried forward. The Directors hope to recover $150,000 from the $500,000 placed to credit of contingent account.

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Shanghai Tug Boat Association.—Shares have been placed at T95. There are a few shares offering on the same terms.
Compagnie du Gaz.—A transaction at T167 is reported.
China Traders' Insurance Co., Limited.—Shares have changed hands at $64 and exchange 73.
North China Insurance Co., Limited.—Business in this stock has been done at T262½.
Chinese Insurance Co., Limited.—One or two lots have been sold at $177½ and exchange 73. There is an inclination to buy on these terms.

Hongkong Fire Insurance Co., Limited.—The Report and Accounts for 1886 were passed at the Annual General Meeting of Shareholders held yesterday. The net profits for 1885 were $305,090.34, rather more than 76½ per cent. on the paid up capital; and exceed those of 1884 by 20,890.34. The Directors have placed $42,890.34 to Reserve, which now stands at $1,000,000, and they propose to pay a bonus of 17½% to contributors of premiums, which will absorb $42,200, and to pay the balance of $220,000 as a dividend to shareholders at the rate of $27½ per share. The premiums collected in 1886 amount to $284,061.44, which exceed those of 1885 by $13,372.23, and the losses paid up to 31st Dec. amount to $17,014 44, which exceed those paid during the previous year by $14,729.22. The Working account for 1886, shews a balance of $328,567.46 at credit, which is $2,194.47 more than was carried forward on 31st Dec. 1885. A resolution to increase the Reserve Fund to $1,500,000, by adding yearly not more than 10% of the annual profits, was carried at an extraordinary meeting held yesterday in Hongkong.—Shares have been placed at $427½ cum div.

China Fire Insurance Co., Limited.—The Report and Accounts to 31st Dec., 1886, were passed at the meeting of Shareholders held yesterday. The net profits for 1885 were $202,579.33, equal to 50½ per cent. on the paid up capital, and exceeding those of 1884 by $23,813.52. Out of this a dividend of $3 per share was paid in Feb., 1886, and the Directors propose to distribute the balance of $142,879.33 as follows: $60,000 as a final dividend of $3 per share, $37,079 31 as a Bonus to contributing shareholders, the balance, $45,800.00 to Reserve Fund, which will then stand at $612,500.00. The total losses for 1885 were $34,333 30, against $31,350.55 for 1884. The shareholders' proportion of profits, apart from the bonus on contributions, amounts to $8.29 per share.—The balance of Working account for 1886, carried forward, amounts to $243,738.44, which is $14,926.77 in excess of the balance for 1885. The difference is made up, chiefly, by an increase of $9,360.34 in premiums, of $6,694 08 in interest, and of $1,819.42 in exchange; less an increase of $2,609.00 in losses.—Shares were sold on the 21st at $89 to $89½ exchange 73, cum dividend.

Shanghai & Hongkew Wharf Co.—The dividend of 3½% was paid to-day. We quote the shares at T156 ex div.

Pootung Wharf & Godown Co.—Shares have been placed for 30th June delivery at T113.

Perak Tin Mining and Smelting Co.—Shares are in demand, but no business has transpired. The quotation in Hongkong is $25.

Sheridan Mining Co.—Business has been done at T115 cash, and shares are wanted at that rate.

Shanghai Cargo-Boat Co.—The Report and Accounts for 1886 were presented and passed at the Annual General Meeting of Shareholders held on the 21st current. The net profits for the year amount to T25,127.64, equal to over 12½ per cent. on capital. A return of 10 per cent. to contributors to 30th June has been paid, and the Directors propose to pay a similar return on contributions to 31st Dec., absorbing T4,855.84 in all. An interim dividend of 4 per cent. was paid to shareholders, absorbing T8,000.00. Out of the available balance, T12,271.80, the Directors propose to pay a dividend of 5 per cent., making 9 per cent. for the year, which will absorb T10,000.00; and to carry the balance of T2,271.80 to credit of Reserve Fund, which will then stand at T9,300.65.—There are buyers for cash at T157 ex dividend. The dividend of 5% was paid to-day.

Co-operative Cargo Boat Co.—A transaction is reported at T57 cum dividend. The dividend of 2 per cent. was paid on the 17th instant. We quote the Shares at T55 ex dividend.

SHARES.	No.	Value.	Paid up.	Position per Last Report. Reserve.	At Working Account.	Date.	Last Dividend, &c. To Shareholders.	When pd. or due.	Cash Quotations. Closing.
Bank.									
Hongkong & Shanghai Bank Co	60,000	$125	$125	4,500,000.00	‡25,313.43	31 Dec. 86	* £2	30 Aug. 86	152½ % prem.
New Oriental Bank Corp., Ld.	50,000	£10	£10	.....	£106,155.18	31 Mar. 86	* 2½ %	19 Feb. 86	£10¼
Shipping.									
Shanghai Tug Boat Association	1,000	T100	T100	T5,100.00	T4,625.74	31 Mar. 86	* 3 %	14 Jan. 87	T95
Indo China Steam Nav. Co. ...	60,000	£10	£10	.....	£4,387.5.9	31 Dec. 85	† 7 %	2 Aug. 86	T35
Shanghai Shipping Co.....	150	T1,000	T1,000	.....	T114.85	31 Dec. 86	† 2 %	14 Feb. 87	T300 nominal.
China Shippers' Mutual S.N.Co.	50,000	£20	£10	£11,764.15.1	£1,234.10.1	31 Dec. 85	5 %	30 Apr. 86	£7½
Docks.									
Shanghai Dock Co.	440	T500	T500	T18,000.00	T234.45	31 Dec. 86	* 2 %	14 Jan. 87	325
Pootung Dock Co.	950	T100	T100	T1,900	T387.77	31 Dec. 86	* 5 %	14 Jan. 87	126½
Gas.									
Shanghai Gas Co.	2,000	T100	T100	T51,794.47	T47,565.04	31 Dec. 86	* 6 %	13 Jan. 87	184
Compagnie du Gaz	500	T100	T100	T17,134.69	T89.92	31 Dec. 86	* 6 %	6 July 86	167
Insurance (Marine.)									
China Traders' Insurance Co., Limited.....	24,000	$83.33	$25	$600,000.00	$187,524.75	30 Apl. 86	20 %	30 Aug. 86	$64
North-China Ins. Co., Ld.....	5,000	£200	£50	T102,512.26	T406,132.00	30 June 86	T22.05	30 Apl. 86	T262½
Union In. Society of Canton Ld.	10,000	$250	$25	$614,000.00	$314,012.96	30 June 86	‡6½	2 Oct. 86	$83
Yangtsze Insurance Ass'tion Ld.	8,000	£25	£25	T85,000.00	T92,142.93	31 Mar. 85	* 3½ %	21 July 86	T110
Chinese Insurance Co., Limited	1,500	$1,000	$200	$28,711.50	$2,868.59	31 Dec. 85	* 3 %	8 Oct. 86	$177½
Canton Insurance Office	10,000	$250	$50	$158,000.00	$494,906.00	30 Sep. 86	† 10 %	11 Jan. 87	$75
Insurance (Fire.)									
Hongkong Fire In. Co., Limited	8,000	$250	$50	$1,000,000.00	‡328,567.46	31 Dec. 86	† 855 %	3 Mar. 86	$427½
China Fire In. Co., Limited ..	20,000	$100	$20	‡612,500.00	‡253,738.44	31 Dec. 86	† 30 %	2 Mar. 86	$89½
Wharfs.									
Shanghai & H'kew Wharf Co..	2,867	T100	T100	T87,569.75	T151.26	31 Dec. 86	* 3½ %	23 Feb. 86	T156
Bird's Wharf Hide-Curing and Wool-Cleaning Company ...	2,100	T50	T50	T3,449.46	T308.81	31 Oct. 86	* 3½ %	20 Nov. 86	T22
Pootung Wharf & Godown Co..	2,300	T100	T100	T12,000	T1,463.22	31 Dec. 86	* 6 %	8 Feb. 87	T107½
Mining.									
Perak Tin Mining & Smelting Co.	5,000	$50	$50	.....	‡ T2,552.08	31 Dec. 85	None.		$20
Sheridan Mining Co.....	2,800	T100	T100	.....	‡ T1,600.76	31 Dec. 86	T5	11 Jan. 87	T115
Cargo Boats.									
Shanghai Cargo Boat Co.....	1,000	T200	T200	T9,300.65	.....	31 Dec. 86	* 5 %	23 Feb. 87	T157
Co-operative Cargo Boat Co. ...	1,000	T100	T100	T2,000	T835 32	31 Dec. 86	* 2 %	17 Feb. 87	T55
Miscellaneous.									
Shanghai Waterworks Co., Ld..	6,000	£20	£20	£5,000.00	£574.4.10	31 Dec. 86	† 1½ %	18 May 86	£28
Shanghai Waterworks Co., Ld., New Shares	1,200	£20	£5	.....	.....	.....	None.		£7½
Perak Sugar Cultivation Co. ...	5,000	T50	T50	.....	‡ 122,192.29	.....	None.		T16
Hall & Holtz Co-op'tive Co., Ld.	6,000	T50	T50	.....	T2,632.52	28 Feb. 85	T2½	30 Apl. 86	T20

LOANS.	Amount of Loan.	Outstanding.	Nominal Value.	Rate of Interest.	When Payable.	Closing.
Shanghai Mun. Debentures—Issue 1875	T 24,000.00	T 24,000.00	T 100	8 %	Dec. & June.	T103
Do. 1882	T 60,000.00	T 60,000.00	T 100	7 %	Do.	T105 nom.
Do. 1883	T 45,000.00	T 45,000.00	T 100	7 %	Do.	T106 "
Do. 1885	T 30,000.00	T 30,000.00	T 100	7 %	Do.	T105 "
China Merchants' S.N. Co. Debentures	£300,000	All.	£100	7 %	Quarterly	£106
Chinese Imperial Government Loan 1881	S. T4,384,000	S. T548,000.00	T500	8 %	May & Nov.	T510
Do. do. 1884 A	$1,394,700.14	$ 488,145.05	$500	8 %	Yearly.	$500 nom.
Do. do. 1884 B	1,394,700.14	All.	$500	8 %	Do.	$525
Do. do. 1884 C	$1,594,700.14	All.	$500	8 %	Do.	$537½
Do. do. 1885	$1,394,700.14	All.	$500	8 %	Do.	500 ex int., nom.
Do. do. 1886 E	S. T767,200	All.	T250	7 %	Mar. & Sept.	T263

* For half-year. || For quarter year. † For year. ‡ A refund. § Reserve for equalization ¶ dividends. (x) At credit of underwriting account.

J. P. BISSET & Co.

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